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DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
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TO: INDIVIDUALS AND AGENCIES

SUBJECT: FINAL ENVIRONMENTAL IMPACT STATMENT, PHASES II AND III OF THE RESIDENTIAL DEVELOPMENT OF THE HUNTERS POINT REDEVELOPMENT AREA IN SAN FRANCISCO, CALIFORNIA

Attached is the Final Environmental Impact Statement for Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco, California, for your review and comment in accordance with Section (102(2)(C) of Public Law 91-190 (U.S. C. Section 4332) and implementing Federal regulations.

We invite you to submit comments on the attached Final Environmental Impact Statement. Your responses and comments will be considered prior to HUD's approval of this environmental assessment. Submission of your comments within thirty (30) days from the date of this letter would be appreciated.

Copies of this Final Environmental Impact Statement are available for reading by the public at the informatiom centers of the HUD San Francisco Area Office at One Embarcadero Center, San Francisco, the HUD Regional Office at 450 Golden Gate Avenue, San Francisco, and the San Francisco Public Library Government Documents Section Civic Center.

Your comments on this Final Environmental Impact Statement should be addressed directly to:

Mr. George B. Adams
Environmental Staff 9.1SE
U. S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111
(415) 556-6642)

Sincerely,

James H. Price
Area Director

D

Enclosure

REF
711.4097
P495f

HUD-R09-EIS-76-2F

FINAL ~~DRAFT~~ ENVIRONMENTAL IMPACT STATEMENT

PHASES II AND III
OF THE
RESIDENTIAL DEVELOPMENT
OF
THE HUNTERS POINT REDEVELOPMENT AREA
IN
SAN FRANCISCO, CALIFORNIA

Prepared by:

San Francisco Area Office
U. S. Department of Housing and
Urban Development
Environmental Staff
One Embarcadero Center, Suite 1600
San Francisco, California 94111

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Phases II and III of the
residential development
[1976]

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SUMMARY SHEET

STATUS: ( ) Draft (X) Final

SUBJECT: Residential Development of Hunters Point

NAME OF RESPONSIBLE FEDERAL AGENCY:

U. S. Department of Housing and Urban Development San Francisco Area Office One Embarcadero Center, Suite 1600 San Francisco, California 94111

1. NAME OF ACTION: (X) Administrative ( ) Legislative

2. BRIEF DESCRIPTION OF ACTION:

   Construction of approximately 600 units of Section 221(d)(4) multifamily housing units to be added with Section 8 Housing Assistance Payments in Phase II and some 600 units of multifamily market-rate housing units in Phase III of an on-going urban renewal area (Hunters Point - NDP - 5)

3. SUMMARY OF ENVIRONMENTAL IMPACT AND ADVERSE ENVIRONMENTAL EFFECTS:

   Removal of blight and general upgrading of area; no significant adverse impacts - most like noise and dust are short-term or temporary.

4. ALTERNATIVES CONSIDERED:

   Other locations in San Francisco; other land uses; modification of design.

5. ALL FEDERAL, STATE AND LOCAL AGENCIES FROM WHICH COMMENTS HAVE BEEN REQUESTED:

   See Appendix A

6. DATES STATEMENT MADE AVAILABLE TO CEQ AND PUBLIC:

   DRAFT: April 2, 1967

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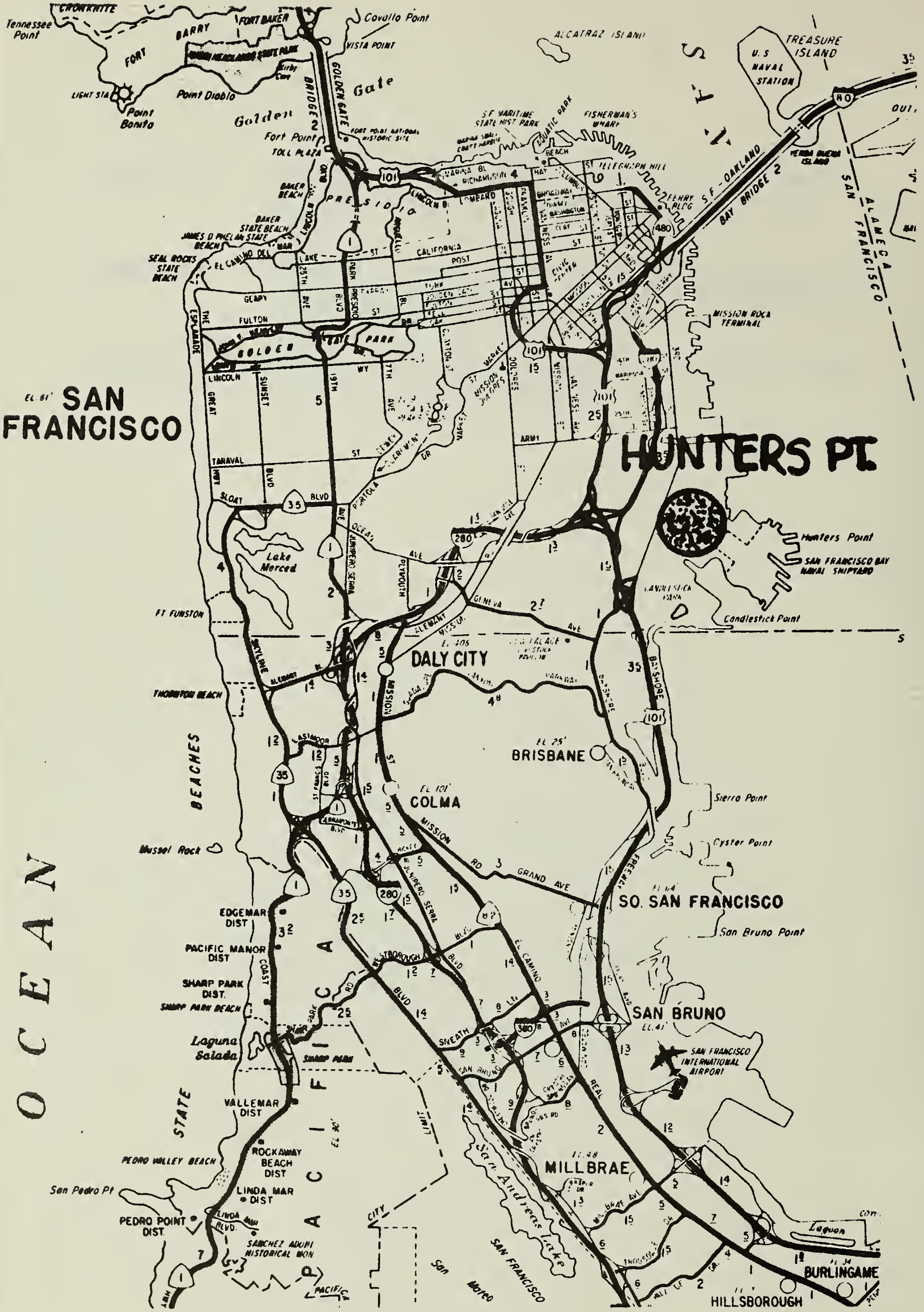
HUNTERS PT.
SAN FRANCISCO
OCEAN
PACIFIC
STATE
BEACHES
Golden Gate
GOLDEN GATE BRIDGE
Tennessee Point
FORT BARRY
FORT BAKER
Cavallo Point
VISTA POINT
Point Diablo
Point Bonita
LIGHT STA
Fort Point
TOLL PLAZA
ALCATRAZ ISLAND
TREASURE ISLAND
U.S. NAVAL STATION
YERBA BUENA ISLAND
S.F.-OAKLAND BAY BRIDGE
FISHERMAN'S WHARF
AQUATIC PARK
S.F. MARITIME STATE HIST PARK
TELEGRAPH HILL
FERRY BLDG
PRESIDIO
BAKER BEACH
BAKER STATE BEACH
JAMES D PHELAN STATE BEACH
SEAL ROCKS STATE BEACH
CIVIC CENTER
MISSION ROCK TERMINAL
GOLDEN GATE PARK
Lake Merced
FT FUNSTON
THORNTON BEACH
Hunters Point
SAN FRANCISCO BAY NAVAL SHIPYARD
CANDLESTICK PARK
Candlestick Point
DALY CITY
BRISBANE
COLMA
Sierra Point
Oyster Point
SO. SAN FRANCISCO
San Bruno Point
SAN BRUNO
SAN FRANCISCO INTERNATIONAL AIRPORT
MILLBRAE
BURLINGAME
HILLSBOROUGH
Mussel Rock
EDGEMAR DIST
PACIFIC MANOR DIST
SHARP PARK DIST.
SHARP PARK BEACH
Laguna Salada
VALLEMAR DIST
ROCKAWAY BEACH DIST
PEDRO VALLEY BEACH
San Pedro Pt
LINDA MAR DIST
PEDRO POINT DIST.
SANCHEZ ADOBE HISTORICAL MON
San Andreas Lake
San Mateo
SAN FRANCISCO
Lagoon
80
101
480
280
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35
82
BAYSHORE
FREEWAY
EL CAMINO REAL
MISSION ST
JUNIPERO SERRA BLVD
SKYLINE BLVD
GENEVA AVE
GRAND AVE
SLOAT BLVD
GEARY
FULTON
LINCOLN
TARAVAL
CALIFORNIA
LOMBARD
MARKET ST
SNEATH
SAN BRUNO
MILLBRAE AVE

PREFACE - HISTORICAL PERSPECTIVE

Preface

This Final Environmental Impact Statement represents one more step in the long and complicated effort to replace approximately 1900 units of dilapidated temporary war housing and related facilities with an entirely new community. This effort includes low, moderate and middle income housing, parks, and supporting commercial, educational, recreational and social facilities.

Any program such as this can be expected to stumble, falter and fall victim to mis-information, rumor and bureaucratic wrangling as supportive Federal Programs are changed or withdrawn while sources of local support are shifted or evaporate in the heat of frustration. The Hunters Point Redevelopment Program is no exception. For this reason it seems appropriate that a candid - albeit lengthy - history of these efforts to date should precede the detailed investigation of the various anticipated impacts which Phases II and III of the overall effort will have upon the environmental fabric of the City and County of San Francisco. Much of the detail of this historical perspective has appeared in various Federal, State and Local documents prepared in conjunction with the redevelopment process and is presented here as an explanatory prelude to the Environmental Impact Statement. It should enable the individual reader - regardless of technical expertise - to render a more informed evaluation of the environmental findings contained herein.

Historical Perspective

Inherent in the history of the South Bayshore - Hunters Point district are the attitudes and conditions which characterize the area today. There is the isolation of the area; the development of a slaughterhouse district known as Butchertown within the corporate limits of the City and County of San Francisco; the subdivision and sale of the tidelands; and the early establishment and continuous operation of a large shipyard at Hunters Point.

The growth of San Francisco, westward toward the ocean and south into the Mission Valley, bypassed the hills and fields along the eastern shoreline of the peninsula. This district was further cut off from the rest of the city by a shoulder of Potrero Hill and the wide salt marshes at the mouth of Islais Creek. These former Mission pasture lands known later as the Bayview district were granted to Don Jose Cornelio Bernal in 1839 as part of the Rancho Rincon de las Salinas Potrero Viejo. In 1849, on the surge of real estate activity which followed the discovery of gold in California, Bernal hoped to profit from the development of a new City of South San Francisco on the ridge south of Islais Creek and in the valley beyond. The land was surveyed and laid out in a grid pattern of small, square blocks. Lots were offered for sale in advertisements which extolled the climate; the deep water close to shore "where ships of the heaviest burden may lay within a boat length of the land at many points, and quite close generally along the whole front"; the land which "rises in a gentle slope from the water and is composed of a rich clay soil"; the many springs of "fine running water found on the face of the hill"; and the "picturesque quality of the surrounding scenery." Two brothers, Robert and Philip Hunter, were the real estate agents for this tract, and established residence on the ridge which now bears their name. Despite the many advantages of the site, the real estate project failed, according to historian Hubert Howe Bancroft, because of "the distance and difficulty of access to the district, which long proved a bar to its settlement." Although the project was soon abandoned by the promoters, the Hunter brothers and their families stayed on the land to farm and raise cattle. For some years the springs on the Hunter ranch supplied a daily barge haul of fresh water for the city to the north, and many ships came to anchor in the cove near the Hunter homestead to replenish their supply of fresh water. The district, particularly south of the ridge away from the shore of the Bay, remained remote and retained much of its rural character until well into the twentieth century.

Transportation to the district and within it has always been difficult. Although regular transportation lines began to be established in San Francisco in 1852, it was not until 1866 that a direct line was constructed along the shore to the Bayview district by the Potrero and Bayview Railway Company. To lay the rails for this line, which was served by horse drawn omnibuses, it was necessary to build mile-long bridges across Mission Bay and the Islais marsh, and to make a deep cut through Potrero Hill. The line originated at Post and Montgomery Streets, and terminated at Railroad and Twenty-fourth Avenues (Third Street and Armstrong Avenue) near the old Bayview race track -- a part of which is now the Bayview Playground. This line, which was so expensive to construct, did not prove profitable, despite charging a higher than usual rate, and collecting an extra fare below Islais Creek.

Several events which were to shape the future of the district took place in 1868. That year the State Legislature approved an Act "to survey and dispose of certain salt marsh and tidelands belonging to the State of California." This Act was the basis for public and private development along San Francisco's waterfront; the establishment of the block pattern in the tidelands; and "the reservation for streets, docks, piers, canals, basins, and other use necessary for the public convenience and the purposes of commerce." The Legislature also authorized the sale of certain overflowed lands "to carry on the business of slaughtering beef cattle, hogs, sheep and calves thereon within the limits of the City and County of San Francisco." The area was known as the Butchers' Grant, and later Butchertown, and is almost coterminous with the India Basin Redevelopment Project. Much of the city's meat processing business and such related industries as rendering plants, and hide and tallow works were established there and prior to their removal only a few years ago operated under very obsolete conditions which preserved the unpleasant slaughter house environment and did nothing to eliminate the noxious odors which permeated the entire area. Added to this blighting influence was the residue accumulated through unrestricted dumping through the years which filled most of the overflowed lands of the original grant. This long-time accumulation created cheap land of poor substance and attracted the extensive number of auto wrecking and salvage yards which only recently were removed from the India Basin (Butchertown) area.

It was in 1868 that the first drydock at Hunters Point was built by William C. Ralston. A major shipyard has operated there ever since. In November 1940, following years of pressure to acquire the site as a repair base for naval vessels, the United States government finally purchased the Hunters Point Shipyard from Bethlehem Steel Company. The yard then consisted of 48.6 acres of land at the eastern end of narrow, hilly Hunters Point peninsula; two drydocks on the deep water north shore; and several miscellaneous buildings. A year later, following the declaration of war, the Navy began a program of rapid expansion here. Hills on the site were leveled to create more flat industrial land, and the rock spoil was used to fill the surrounding tidelands for further expansion of the shipyard. By the end of World War II there were more than 500 acres of hard land in the shipyard which had reached its present shape. There was a peak wartime labor force in the yard of 18,000 to 18,500 workers who had been recruited from all parts of the country.

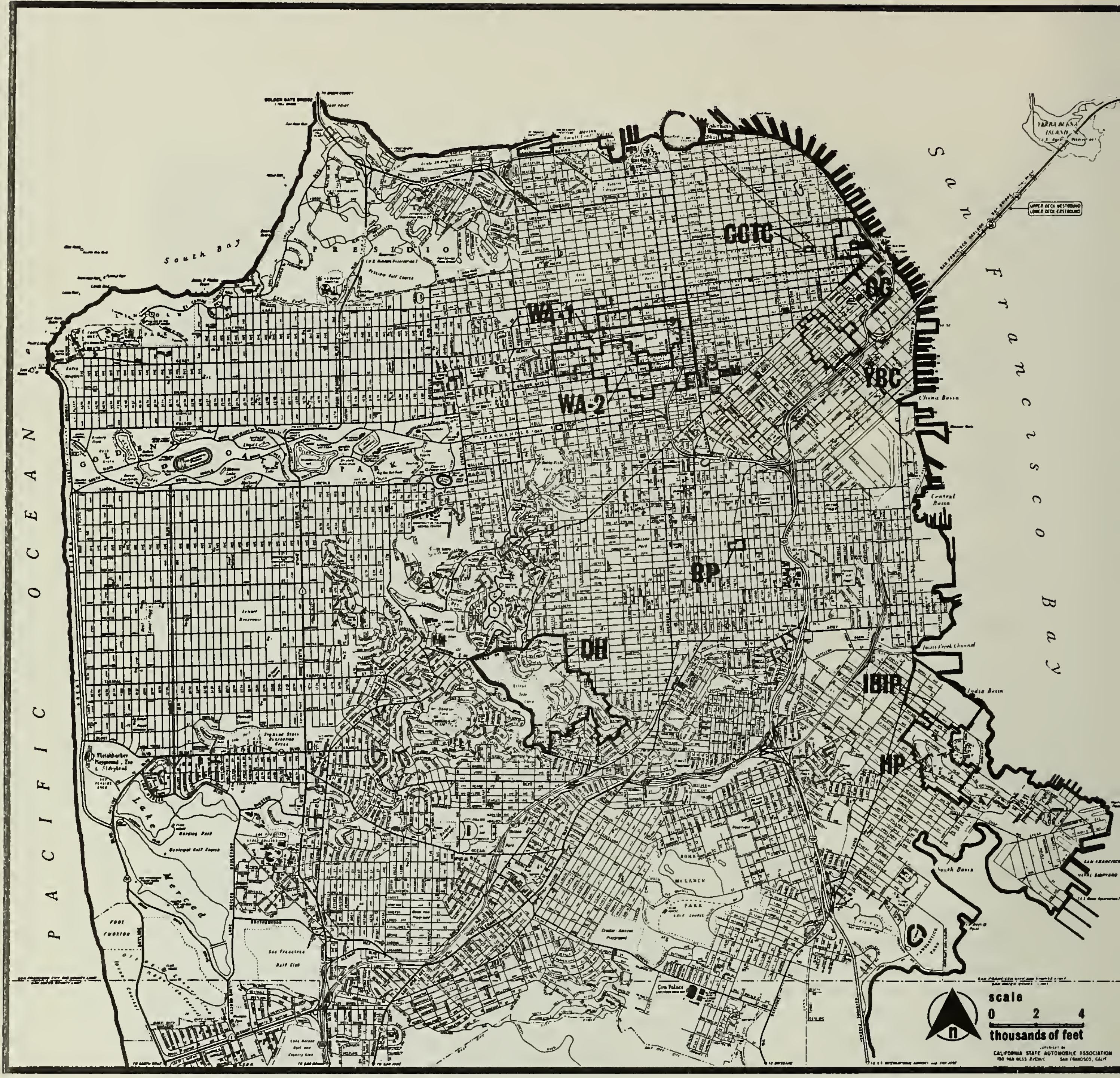
In the seventy years between the Butchers' Grant and the outbreak of World War II a residential community developed on the lower slopes of the hills south of Butchertown. The South San Francisco Opera House was built there in 1888, and a neighborhood shopping district grew along Third Street near this landmark. Several small boatyards and fisheries at India Basin made this shoreline a busy and interesting waterfront. Industry was also attracted to the hard land inland from South Basin, and after a reclamation project in the early 1930's, there was some maritime and other industrial activity at Islais Creek. By 1940 there were about 14,000 people living in the South Bayshore, but east of Third Street there were still about 600 acres of vacant land in the district. This resource of vacant land near the shipyard enabled the federal government to assemble several large parcels at Candlestick Cove, in South Basin, and on the undeveloped western part of Hunters Point ridge, and to build 5474 dwelling units to house many of the thousands of wartime workers and their families who poured into San Francisco. Most of these units were in temporary barracks-like structures which were scheduled to be demolished at the end of the war.

The change of the South Bayshore in a single decade from an isolated, semi-rural neighborhood into a built-up, industrial and residential district, and the change in the ethnic composition of the residents is illustrated by the Census. Of the 14,000 people living there in 1940, seven were Black; in 1950 the population was 51,406, of whom 11,080 or 21% were Black.

A further increase in the black population was the most notable change that took place in the South Bayshore during the post-war decade. The total population decreased to 37,672 between 1950 and 1960, but the Black population increased to 17,553, or almost half of the people living in the district. This shift in population came about in part because white families began moving out of the area as housing became available in other parts of the city and in the suburbs. Many Black families, barred by racial discrimination or high prices, could neither find nor afford housing elsewhere, and so stayed on in the South Bayshore. Some of these people became homeowners, or were able to rent private houses in the district's residential neighborhoods; and some, of lower income, moved into the permanent low rent public housing which began to replace the wartime units. Many, however, were forced to remain in the temporary housing which had been relinquished to the city and was operated by the San Francisco Housing Authority.

The post-war housing shortage was the first reason for delay in the demolition of this temporary housing. Returning servicemen, the wartime workers who stayed on in the city, and the continued immigration of people into the area, extended the existence of many of these temporary units and of the temporary schools which served them. The environment of these war-housing projects, which lacked any amenity and most normal community facilities, was also perpetuated. Although there was gradual demolition of this housing through the years, there were still 1900 units remaining on Hunters Point early in the 1960's. These, and the 1347 units of permanent public housing which had by then been built on Hunters Point and at Double Rock, were occupied almost exclusively by low-income black families.

A major land use change that took place in the district during this period was the construction of Candlestick Stadium and parking lot, and the haphazard filling of the adjacent tidelands in the Hunters Point Reclamation District. The stadium on the eastern border of the district has not only imposed an intermittent, but almost intolerable traffic burden on the quiet Bret Harte neighborhood, it has also cut off this



SAN FRANCISCO REDEVELOPMENT AREAS

WA-1 : Western Addition, Area A-1
WA-2 : Western Addition, Area A-2

RP : Regal Pale
DH : Diamond Heights

CCTC : Chinese Cultural & Trade Center
GG : Golden Gateway
YBC : Yerba Buena Center

IBIP : India Basin Industrial Park
HP : Hunters Point

SAN FRANCISCO REDEVELOPMENT AGENCY

January 1973

neighborhood from the shoreline. The fill for the parking lot enabled various private owners to reach and fill tide lots further out in the Bay. Although this fill was implicit in the disposal of the tidelands following the Act of 1868, and also in the creation of the Hunters Point Reclamation District in 1955, the shoreline below the shipyard in South Basin and at Candlestick Point had remained virtually undisturbed for 90 years. The coves and beaches along the shore where people could fish and picnic and play at the water's edge, were a source of pleasure and a great asset to the district. The haphazard fill activity following the construction of the stadium has turned this shoreline into an uninviting wasteland of junk yards and dump sites.

The isolation of the South Bayshore area from the main stream of life in San Francisco became an isolation in spirit as well as in fact. A sense of rejection, of being set aside, began to dominate the area. The physical environment, in particular the persistence of the temporary war housing and the blighting influence of Butchertown, and all of the economic and social restrictions and problems common to Black communities throughout the nation -- poverty, unemployment, lack of job opportunities, poor schooling -- contributed to the mounting social unrest and the frustration and suspicion which exploded into the riot of September 1966. This crisis, however, accelerated the emergence of responsible leadership among the people living in the South Bayshore area - leadership which sought to improve conditions of life and opportunities there. Implementation of the two renewal projects (see map) which would eliminate the two major areas of blight in the area (1) the deteriorating temporary housing on the Hunters Point ridge, and (2) the slaughterhouse slum in Butchertown (India Basin), was also speeded up.

The Hunters Point Renewal Plan states its major objectives to be:

1) Remove structurally substandard buildings, eliminate blighting influences, provide land for needed public facilities, remove impediments to land development, and achieve changes in land use.

2) Provide the framework within which restoration of the economic and social health of the project and its environs will be accomplished by private actions.

3) Provide sound and attractive residences of low and moderate cost with emphasis on the provision of a substantial amount of low-to-moderate priced private housing suitable to the needs of existing residents.

4) Guide development towards the production of a satisfying urban environment which will enrich the social educational and cultural life of the community while preserving and enhancing the unique qualities of the City.

The entire development was planned in three phases in order to avoid forced dislocation of residents from the area and to provide a smooth transition from the stable single family homes at the base of the hill. The first new housing units were to be constructed in a portion of the redevelopment area which was already vacant (Phase I). As this housing was completed, families were to be moved from other areas of the development (Phase II) into the new housing. The Phase II area would then be cleared and developed, and the remaining families on the top of the hill (Phase III) would be moved into the Phase II housing. Phase III was planned to provide community facilities, limited shopping and market rate housing.

The residential portion of the project is planned as follows:

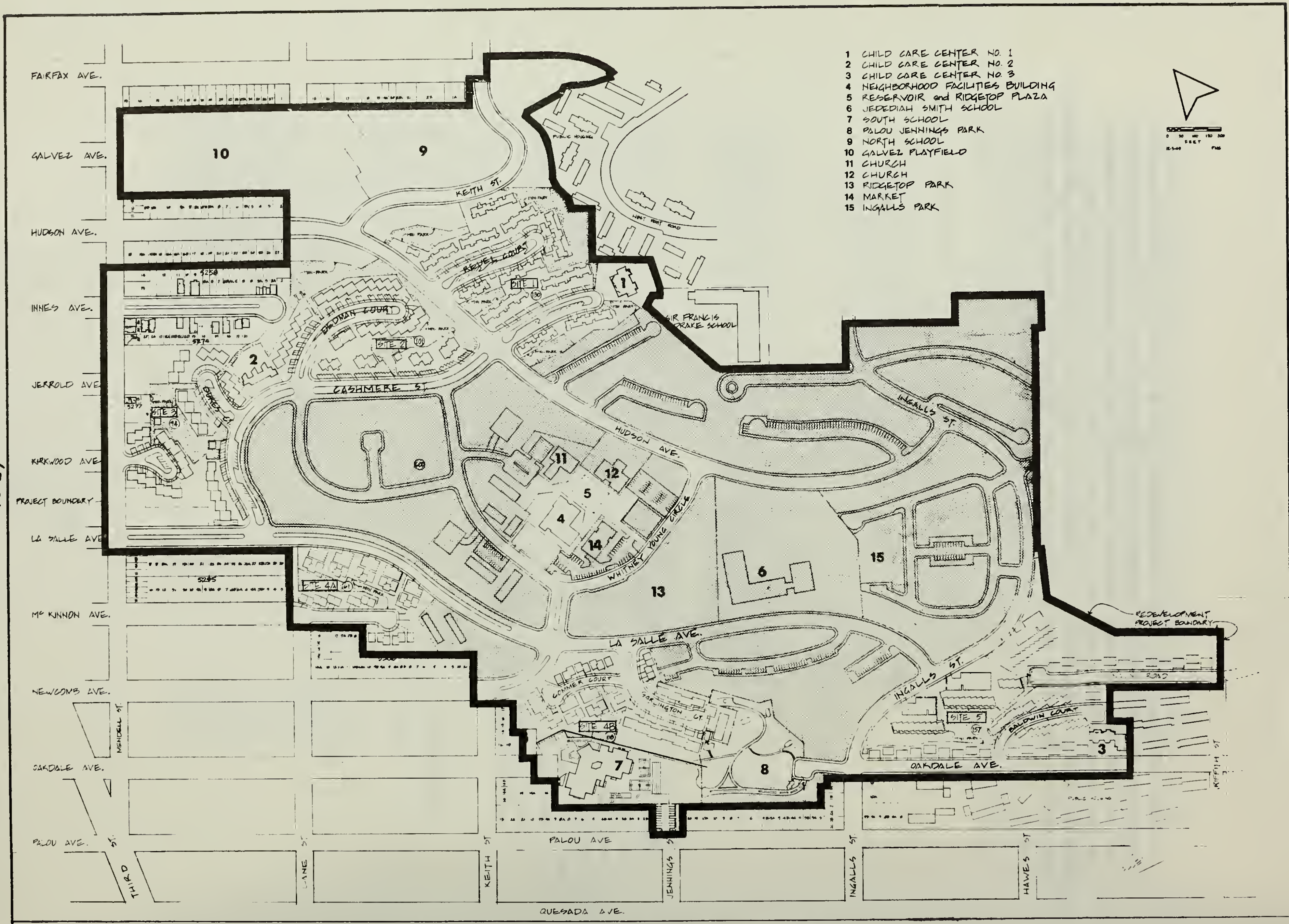
Low and moderate - Multi-family	1,231 units
Market-rate Single Family	71 "
Rehabilitated, Single Family	21 "
Market rate, Multi-Family	600 "
Total	1,923 units

This represents an increase of just over 50% in the number of family dwellings on the hill. Population density is expected to decrease slightly from approximately 5,000 persons prior to redevelopment to approximately 4900 persons upon project completion.

As of January 31, 1976, virtually all renewal activities had been completed for Phase I of the project, including major project improvements such as street systems, retaining walls, and the preparation of land for five subsidized housing projects. Over 300 new apartments in this Phase have been occupied for over two years, and 300 additional Phase I apartments are nearing completion and the start of rentup activities. Although extensive site plans and some preliminary grading has been completed for Phase II of the development, the major portion of the physical improvements for Phases II and III remains outstanding. The current status of project activities is as follows:

Activity: Phases I-II-III	% Completed
Land Acquisition	100%
Relocation	
Families	85%
Individuals	80%
Businesses	100%
Demolition and Site Clearance	84%
Public Facilities	65%
Project Improvements	84%
Land Disposal	88%
New Construction by Developers	20%
Property Rehabilitation	100%

To date, HUD has committed approximately $41 million in urban renewal funds and $14 million in Community Development Funds, plus approximately $20 million in long-term housing subsidies and rent supplement payments in the development area. Four new child centers and a neighborhood facility are in operation. In addition, the City has invested approximately $2 million for parks and $3 million for an elementary school in the area.



THE NEW HUNTERS POINT COMMUNITY

MARCH, 1976

PROJECT DESCRIPTION

The environmental assessments contained in this statement cover some six hundred (600) units of Section 221(d)(4) housing in which Section 8 subsidies will be provided* in Phase II and the approximately six hundred units of market rate housing to be developed in Phase III of the Hunters Point Redevelopment Project. Specifically exempted from consideration in this study are all activities in Phase I, all site preparation activities in Phases II and III and any development other than housing in Phase III. Thus this Environmental Impact Statement is concerned solely with some 1200 units of new housing to be developed in Phases II and III of the Hunters Point Redevelopment project. (See map). Environmental review by HUD has already been completed for all of the other activities.

The planning of the proposed 1200 units of housing has been completed at the local level with both the San Francisco Redevelopment Agency and the San Francisco Board of Supervisors having adopted the Urban Renewal Plan for Hunters Point. This Environmental Impact Statement reflects that accomplished planning and scheduling process as indicated below. It must be noted, however, that recognition of the planning and scheduling process in no way commits HUD to participation in either the HUD/FHA insuring process or to funding the Section 8 Housing Assistance program. This participation is fully contingent upon approval of both the Draft and the Final Environmental Impact Statements.

Locally Approved Development Program - Phases II and III

Site clearance and preliminary grading activity for the Phase II area has commenced. Throughout 1976 approximately $10.3 million is to be expended or committed for the design and construction of the site improvements for the Phase II area.

It is contemplated that the site improvements for each site shown in the table below will be completed prior to the start of any housing construction.

PHASE II HOUSING CONSTRUCTION SCHEDULE

Site Designation	No. of Units	Date for Start of Construction
A	145	October 1976
B	156	April 1977
C	117	February 1978
D and E	194	July 1977

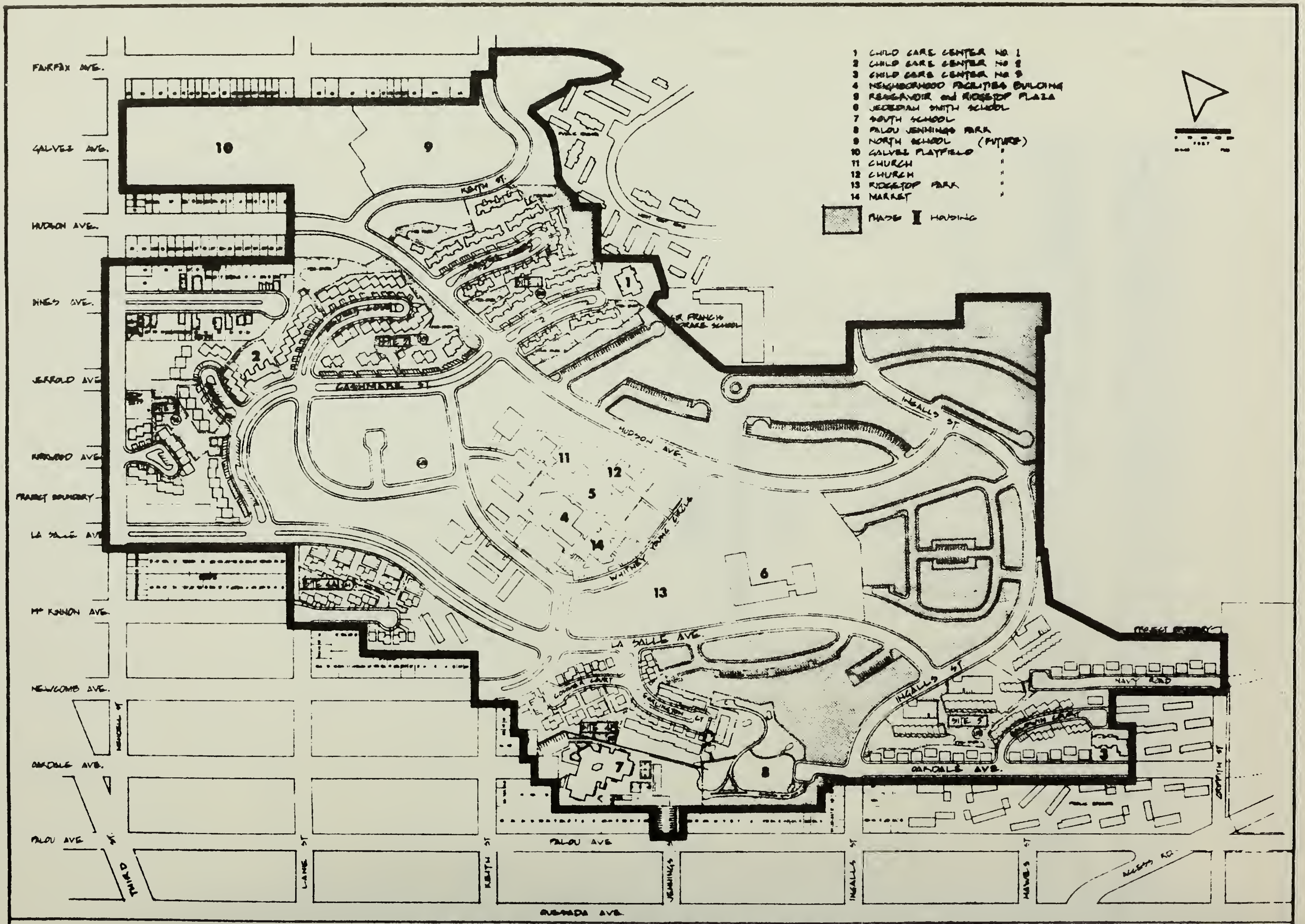
The housing units in each designated site in Phase II is expected to be completed approximately one year after start of construction. Rent-up activities usually commence within nine months after start of construction.

Site improvements for Phase III are to commence in 1977 and be complete by March 1978. Phase III land is to be intensely marketed during the period 1978-1980. Project closeout is currently anticipated by 1980.

*See Appendix C for explanation of Section 8 program.

PART II

PROBABLE ENVIRONMENTAL IMPACTS



THE NEW HUNTERS POINT COMMUNITY

JAN 1974

LAND USE

This analysis covers the redevelopment of Phases II and III of the 137.3-acre Hunters Point Redevelopment site located in the Bayview-Hunters Point area of San Francisco. These two phases comprise sixty-nine acres to be developed residentially in accordance with the overall Planned Unit Development and Urban Renewal Plan approved by the San Francisco Planning Commission on December 12, 1968, and by the San Francisco Board of Supervisors on January 20, 1969 by Ordinance No. 25-69. Approximately 1200 dwelling units are contemplated - these will replace the old temporary wartime housing units most of which have been removed. Some thirty-two of these original barracks-type structures remain in the Phase III area - they currently house nearly two-hundred families and individuals. As Phases I and II are completed these units will be vacated and demolished.

As development progresses in stages, the six-hundred new units will be constructed at a gross density of approximately 13 units per acre in Phase II. Phase III will also be developed residentially, but the gross density of this phase (also planned to include some six-hundred units) may be somewhat less, depending on the types and designs proposed under the market conditions prevailing when construction starts. These two phases of some 1200 units are expected to provide new housing for over 3100 persons when fully occupied. In addition to the proposed residential units, the Phase II area includes the Jedediah Smith Elementary School built in 1955. This facility is old but sound and is currently being used to house students whose schools are being rehabilitated to earthquake standard in conformance with the Field Act. Its future has not as yet been determined, but it may be rehabilitated itself and perhaps enlarged. Also included in Phase II is a small 0.8-acre park and the larger 4.8-acre Ridge Top Park. Phase III includes two church sites and a 1.3-acre commercial site for a neighborhood convenience-type retail store. At the top of the hill in the approximate center of the entire redevelopment area is the completed Hunters Point Neighborhood Facilities Building and adjoining plaza.

Surrounding Area

The Phase II and III area is surrounded on the north, west and south by Phase I which is currently being completed. The first three stages of Phase I consist of three-hundred thirty-four occupied units constructed under Section 236 of the Housing Act. They are new, attractively constructed and landscaped and appear to be well maintained. North of this portion of Phase I lie two large empty parcels. One is to become the Galvez playground containing 6.1 acres and the adjoining 3.8-acre site is reserved for a potential school site. (North School on the map). Further north of these sites lies the 125-acre India Basin Industrial Park (IBIP) which, as a redevelopment area, is being prepared for high labor-intensive industries to serve residents of Hunters Point.

OWNER OCCUPANCY, HOME VALUE AND INCOME - 1970
San Francisco and South Bayshore

	San Francisco	South Bayshore	CENSUS TRACTS								
			230	231	232	233	234	606	608	609	610
Occupied Housing Units	$251,174	$8,601	$ 2,729	$ 2,309	$ 1,190	$ 270	$ 960	$ 520	$ 63	$ 79	$ 481
Owner Occupied Units	76,202	3,967	1,698	347	702	139	362	--	8	--	369
% Owner Occupied Units	25.8	46	62.1	15	60	51.5	37.7	--	12.6	--	76.7
Median Home Value	$28,100	N/A	$24,100	$21,700	$22,400	$22,300	$22,500	$ --	$20,000	$ --	$23,200
Median Income	$10,503	N/A	$10,860	$ 5,776	$ 9,444	$10,316	$ 5,804	$3,634	$ 5,400	$2,618	$10,717

*Owner occupied South Bayshore housing units discounting publicly owned, Redevelopment and military housing is approximately 67%.

Source: 1970 United States Census.

The entire westerly side of the Phase II and III area is surrounded by Phase I residential development; some stages of this phase are still under construction. Beyond, and farther west are older existing homes of good quality mixed with related uses such as churches, recreational facilities, an occasional business and a school. Many of these homes have been or will be rehabilitated, thus contributing to the stability of the neighborhood. It should be noted that the overall Bayview-Hunters Point residential area enjoys one of the highest owner-occupied ratios in the City of San Francisco. See p. (11-2). The neighborhood lying to the west is bisected by Third Street, a major arterial developed along both sides with various commercial and industrial establishments and some residential uses.

The south side of the project area is bordered by Phase I construction of units now nearing completion. South of these units - and located outside the redevelopment area - are 191 old public housing units many of which are scheduled for eventual demolition. Some of these are still occupied, but many are boarded up; all of them are in an advanced stage of deterioration. Their eventual removal will result in a definite beneficial impact not only upon all phases of the new Hunters Point housing, but also upon the existing single-family homes on the westerly side of Palou Street.

Easterly of these units and extending north between the redevelopment project boundary and the now-unoccupied Navy housing units located within the shipyard itself all the way to the Sir Francis Drake School are about one thousand more public housing units. These too are in various stages of deterioration and are scheduled to be modernized under one of the HUD programs. In fact the San Francisco Housing Authority is negotiating with the U. S. Navy for the use of its currently vacant and adjoining housing units as temporary housing for residents displaced through this modernization process.

The former Hunters Point Naval Shipyard lies easterly on a peninsula extending well into the Bay. Although closed at the present time, the City of San Francisco is attempting to find a way to lease the facility from the Navy and re-open it under private auspices for shipyard and related uses.

The large industrial and commercial areas west of Third Street between Paul and Williams Streets is an excellent industrial site despite its relatively high number of vacancies which resulted - in large part - from the closing of the shipyard. Another small industrial enclosure exists east of Third Street, generally extending easterly from Egbert Street to the southwest corner of the shipyard. It is surrounded almost entirely by residential uses.

Third Street

Third Street bisects the entire Bayview-Hunters Point area. With the completion of the construction of Highway 280, some of the traffic which formerly used this street has been absorbed by the new freeway, a fact which is beneficial to the neighborhood. The U. S. Department of Transportation is currently studying various alternatives to the connection of I-280 with the Bridge. If the connection is not made, Third Street will likely continue to carry its current traffic load. However, if the completion of this freeway to the bridge and Highway 480 is effected, it should reduce traffic on Third Street, as would the construction of the Highway 230 link although Third Street's role as a major arterial will undoubtedly remain. In the Bayview-Hunters Point area it is a commercial street along both sides. A recent (March 2, 1976) field inspection conducted by HUD revealed that between Hudson and Shafter Streets, the 11 blocks of most intensive commercial uses there are eleven grocery stores, though only one is a major supermarket. The others are small and old grocery/sandwich-type establishments. There are also six restaurants, five liquor/delicatessen shops, three banks, a health care service and a family planning service. The rest is a plethora of uses including shoe repair, realtors, gas station, auto parts, card and gift shops, insurance, optometrist, hardware and supply, security service, drugstore, florists, tax service, shoe shine, barber, fish market, bait shop, used clothes, cleaners (four), church, Navy induction, podiatry, records, bar/club, meat market (one advertized to be open soon), bakeries, beauty shop, clothes, wigs, and salami stores. About half a dozen establishments were empty.

As noted early, only a small commercial site is being provided at the top of the hill to permit a small neighborhood-type retail store. It is hoped that future residents of Phases II and III will extensively patronize the Third Street stores thus helping to restore some vitality to this area. A 1971* study of the commercial establishments revealed that 32% owned their buildings, 72% said their building was worth repairing, and 62% replied that they would be interested in low-interest rehabilitation loans. In 1975 a windshield survey by the San Francisco Planning Department noted that approximately 35% of the structures needed minor repair, 22% major repairs and 16% appeared to be beyond repair.

Anticipated Impacts

A favorable short-term impact has already begun to occur as a result of the completed housing in Phase I. This involves the impetus to local nearby residents to repair and, in some instances, rehabilitate their own homes. This influence is expected to continue as Phases II and III are completed. This will have long term lasting value -

*Results of a questionnaire sent to Third Street merchants as part of an urban design study conducted by Gerson & Overstreet in 1971.

both aesthetic and economic - thus benefitting both the owners of the homes and the residents of the Hunters Point. It will also result in increased assessed valuations which implies that the entire neighborhood will be better able to assume its share of the City's fiscal burden. Of course, if such increases are not accompanied by corresponding decreases in the tax rate, then tax and rent increases will result. This may adversely affect residents whose incomes have not been increased.

The entire redevelopment process at Hunters Point involves the complete replacement of deteriorating barracks-type wartime housing with an aesthetically pleasing residential neighborhood. Upon completion the favorable impact will be an aesthetic credit to the entire community.

Increased patronage of the Third Street commercial establishments (accelerated by the planned lack of extensive commercial facilities on-site) will result in an upsurge of business activity. This should assist these business reverse a trend of slow deterioration which has been occurring for some time as acttivity at the Naval Shipyard declined and finally ceased completely.

Construction of the new housing units in the earlier phase together with the planned future units will continue to increase pressure on officials of the city and the Housing Authority to seek new ways to upgrade their nearby units. Already cooperative steps have been taken by HUD and the city in an effort to remove 191 deteriorating units located throughout the public housing area. Modernization funds are to be invested in the public housing unitslocated along the eastern crest of the hill as noted earlier. When completed, these measures will substantially improve the general environment of the surrounding areas.

The most unfavorable short-term impact will occur as a result of the construction activities of the several stages of each Phase. This will involve the constant come-and-go of work crews, trucks, visitors, grading operations, noise, dust, temporary roads, and unattractive piles of construction materials, machinery, refuse, etc. All these things contribute to a general unsightliness to the area, and mitigating actions will be employed to reduce this effect to a minimum. These will be continued until the completion of the project, and will include the observation of work hours, safety regulations, water trucks for dust control, fencing off storage areas and installation of signs and barricades to warn people of possible dangers.

A possible long-term unfavorable impact could result from the fact that only a small convenience type store is proposed to be constructed on site as part of this development. Thus residents will have to do their shopping at the existing commercial facilities along Third Street and elsewhere in the city. This will involve distances ranging from 2 blocks to nearly one half mile and may be a disadvantage to some residents. The mitigating actions appear to lie in providing adequate shopping facilities within the project. This would not only reduce the number of dwelling units possible in the Phase II and III area but would also accelerate an unacceptable adverse situation among the Third Street businessman by further reducing the amount of business, very possibly leading to the closing of a number of existing stores.

Completion of the planned expansion of the nearby sewage treatment plant could potentially produce an unfavorable odor but officials of the Public Works Department, however, indicate that the design of the expanded plant will be directed toward the elimination of odor.

Although it was noted previously that many of the units completed under Phase I are attractively designed, this observation does not apply to all the units. There is a lack of scale in the design of some of the units presently being completed, resulting in three-story buildings on top of steep slopes overlooking smaller buildings at the bottom creating a sense of oppressiveness for which there appears to be no possible mitigation other than the avoidance of such such practices in future units of the development.

Although the planned light-industrial uses in the India Basin Industrial Park are obviously an extraordinary improvement over the auto wrecking yards and meat packing companies which previously existed, they do have the potential of negatively impacting the proposed housing in Phases II and III in terms of noise, air pollution and visual appearance. Hosever, this industrial project is being carefully planned in conjunction with the development of Hunters Point in order to avoid any such adverse impacts. Also, the planned park and potential school which will separate the industrial park from the housing on Hunters Point will provide both distance and a physical barrier between the two.

The over one thousand public housing units located nearby which are to undergo modernization will continue to have a lasting adverse impact upon the new units to be constructed in the Phase II and II areas. The physical presence of these basically unattractive buildings, plus the psychological effects of their mere presence is not likely to be much mitigated by repainting and additional landscaping. Anything short of their complete removal and replacement with modern attractive structures will only perpetuate their undesirable impact.

It should be noted that the continued lack of activity at the Hunters Point Shipyard is not conducive to creating an environmentally and economically suitable climate to all the residents of Phases II and III. Limitations on the use of this land imposed by the Navy contribute to this problem.

Mitigating action lies in the opening of this huge facility to some suitable industrial uses which not only will employ some of these Hunters Point residents but will also give the entire area an economically viable environment.

Finally it should be noted that Phases II and III are located on a relatively high hill in the southeastern part of San Francisco. The entire 360-degree views from this hill constitute a very desirable environmental impact upon the residents of this project. Because of its location and surrounding areas it cannot be blocked or eliminated in the future.

EDUCATION

Currently there are 905 people living in the 334 units of Section 236 housing completed in the first three sites of Phase I of the Hunters Point Redevelopment Project. Of these, 310 are children of school age which represents a factor of .92 children of school age per dwelling unit. For purposes of this analysis, it is assumed that the remaining two sites in Phase I and the estimated 600 units of Phase II housing will have the same ratio of school children per dwelling unit. The Phase II units will be subsidized with Section 8 funds thus bringing their rents into a similar range as those in Phase I.

Although it is somewhat premature to ascertain with any degree of accuracy the average family size anticipated in the six hundred units of Phase III housing (due to the uncertainty of marketability and timing of the development of these parcels) it is probable that it will be somewhat lower than that experienced in the previous two phases. For planning purposes, however, it is assumed that the projected ratio of 0.92 school-age children per dwelling unit in Phase II will also be experienced in the Phase III area. While this ratio ignores the probability that the Phase III housing will contain a lower ratio of children per dwelling unit, it produces a figure which would represent the probable maximum nunber of school age children residing in Hunters Point at full development. This is summarized in the table below.

ESTIMATED POPULATION AT FULL OCCUPANCY
HUNTERS POINT REDEVELOPMENT AREA
BY PHASE

	Phase I	Phase II	Phase III	Total
Dwelling Units	723	600	600	1923
Estimated School-Age Children/Dwelling Unit	.92	.92	.92	-
Estimated School-Age Children	598	552	552	1769

Although this study is concerned only with the impact of the additional children generated by the development of Phases II and III, recognition must be given to the entire development in order to assess the capacity of the existing school plant facilities to absorb them without overcrowding.

This situation is further complicated by the current bussing policies of the San Francisco School System which have been established in an effort to achieve maximum integration in the elementary schools. Under these policies, fifty percent (50%) of the elementary school children (K-6) living in Hunters Point are bussed to schools elsewhere in the City according to officials in the school bus transportation office. It is assumed the same policies will apply to the future minority children who will live in the housing built in Phases II and III.

All of the older children residing in Hunters Point go outside the Redevelopment Area to attend classes. These Junior High and Senior High children use public transportation. The Junior High students attend Pelton Junior High School which, with a current enrollment of 529, is operating under fifty percent of its capacity. The Senior High students attend Woodrow Wilson, Abraham Lincoln and Balboa High Schools. School officials note the senior high school capacity in the city will be able to absorb all students of this category who will reside in future Hunters Point housing.

There are two elementary schools located within the boundaries of the Hunters Point Redevelopment Area - Jedediah Smith School at 110 Southridge Road built in 1955 and the new George Washington Carver* School at 1360 Oakdale Avenue completed in 1974.

The Jedediah Smith School is currently used only as a staging area to house students temporarily displaced from those schools being brought up to earthquake standards under the Field Act. The future of this school has not as yet been determined.

The newly constructed George Washington Carver School with a September 1975 enrollment of 193 students is currently operating at about one-third capacity.

Also within the Hunters Point Redevelopment Area - in the northwest section along Keith Street adjacent to the Galvez Playground - a site has been reserved for a future elementary school (North School). This facility will be constructed if and when future school age population warrants it.

Two other elementary schools lie just outside the perimeter of the Redevelopment Area. The Burnett School at 1515 Newcomb Avenue built in 1954 has a current enrollment of 486 while the Sir Francis Drake School at 350 Harbor Road completed in 1957 has an enrollment at the present time of 324. Both of these schools - as is true of the others discussed above - are operating well below capacity.

Discussions with officials of the San Francisco Unified School District together with an analysis of the present school facilities located in or near the sites to be developed into Phases II and III of the Hunters Point Redevelopment Area all indicate that little or no impact upon the local public school system is anticipated. The present facilities in or near the area - with or without the current bussing policies - are

*Originally referred to as South School prior to construction.

probably sufficient to serve all of the school children expected to be generated as a result of the development. Should the school-age population begin to approach the capacity of the nearby schools (in concert with those students who may be bussed into the area) the "North School" site adjacent to the Galvez Playground will be developed.

Adult and Special Education Facilities

The Bayview Hunters Point College which serves adult residents of the Model Neighborhood Area was funded in 1972 under the Model Cities Program as a satellite of San Francisco City College. During its four years of operation the Bayview Hunters Point College has enrolled approximately 2,000 residents - forty-five percent of whom completed the necessary courses which enabled them to go on to other colleges and universities. At the present time some 600-700 students are enrolled in classes which are held in the evenings in the Burnett Elementary School. The future of this college is uncertain beyond the end of June 1976 when the Model Cities funding ends.

The Career Opportunities Program - also funded by Model Cities but operated by the San Francisco Unified School District, is part of a nationwide training model developed to improve the learning capabilities of low-income children by recruiting and placing adult minorities in para-professional positions in Model Neighborhood Schools. (Nationally, eighty percent of the adult residents who completed the program are now full-fledged teachers in the Model Neighborhoods. The test scores of the children of schools located in the Model Neighborhoods utilizing these para-professionals are higher as a direct result of the Career Opportunities Program.) There are currently four students from Hunters Point enrolled in the program who are due to graduate at the end of June when the Model Cities funding will terminate.

The Hunters Point Skills Center located on Third Street near Carroll Street is part of the San Francisco Community College District. This facility - opened in 1975 - has a capacity of about two-hundred students and provides classroom instruction in four major areas: health related activities; clerical; basic education; freight and transportation activities. Placement assistance and counseling are also available.

The Child Care Centers are discussed in the section on Public Services.

BIOTA

Present Environment

The hill upon which the area under consideration is situated varies from 50 feet to 260 feet in elevation and is characterized in general by steep slopes rising to a relatively flat top. The gradient from top to bottom is often between 20-30%, increasing in some areas to between 30-40% after streets and building sites have been cut in to the hillside. In sharp contrast, the surrounding area is relatively flat. As a result, most building sites on the hill are favored by superb views. At the crest, the 360-degree view encompasses the Golden Gate Bridge towers, San Francisco Bay, the downtown San Francisco skyline, Alameda, Mt. St. Joseph, Bayview Hill including Candlestick Park and McLaren Hill.

The weather in the area, which is outside the normal fog belt, is perhaps the best in the City with mild winters and cool summers. (Long-time records of the Weather Bureau indicate the coldest month of January has an average temperature of 50.1 F. While the warmest month, September, has an average temperature of only 61.5.) Rainfall totals about 20 inches annually, most of it falling between November and April.

The soils consist of exposed rock or shallow bedrock over most of the hill but reach a greater depth on the lower slopes and in the ravines. These slopes create a potential for erosion and sliding due to surface run-off in areas that are not developed or properly landscaped. However, considerable effort and money has been expended to mitigate this potential adverse impact as discussed in depth in the Geology-Seismic-Soils assessment.

The area is within the influence of the San Andreas, Hayward, City College and Calaveras faults. These active faults (the City College fault is not considered active*) are capable of causing severe earthquakes throughout the entire San Francisco Bay Area. However, all construction is being completed in full compliance with the regulations of the San Francisco Building Code and Bureau of Building Inspection. Thus the earthquake hazard will be minimized insofar as is possible. It should be understood that it is not possible to mitigate all the effects of a 1906-type earthquake.

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*San Francisco Seismic Safety Investigation, John A. Blume, 1974.

Vegetation

As a result of the very rocky nature of the area together with the fact that it has already been urbanized to a density of some twenty (20) units per acre, areas containing topsoil and vegetation are limited. The native vegetation consists of grass, California poppies in profusion and the few live oak trees which have survived earlier construction activity. A few eucalyptus trees which are native to Australia also exist in the area. There are no known or suspected endangered species of vegetation in the area. The landscaping with trees (mostly acacias) and ground-cover shrubs which has been provided with the construction activity in Phase I has greatly added to the vegetation in the area. It should be noted that landscaping will accompany all future construction efforts within the area.

Wildlife

As a result of the population density of the area together with the lack of natural water courses, breeding areas or even open spaces of any substantial size, there is little wildlife in the area with the exception of rodents. In fact, these animals are far more prevalent than the current residents care to endure and complaints about them are frequent. The native rodent population has been augmented by refugees from the India Basin Redevelopment Area at the foot of the hill containing the Hunters Point area. The India Basin Redevelopment Area formerly contained the auto wrecking and meat processing facilities (Butchertown) which have now been cleared and the land surcharged. Furthermore, it is acknowledged that many of these excess rodents are migrants from the City dump which is not far away. The San Francisco Housing Authority property management group operates a Pest Control program. When the final thirty-two barracks-type building s are vacated and ready for demolition, the Redevelopment Agency will include (in its bid specifications) treatment for rodent control by the San Francisco Health Department in accordance with outstanding instructions.

Anticipated Impact

The short-term impact of the initial six hundred new units upon the vegetation and wildlife will occur in several stages and will probably not be extensive. As the construction process gets underway it will temporarily produce some soil erosion. However, these effects will be mitigated through the rigid requirements in effect for interim erosion control measures such as the installation of drainage bench, ditches and grass plantings. Once the landscaping is established following each stage of construction, these negative aspects should disappear.

It is at once noted that the long-term impact of the additional new well-constructed housing - much of it replacing the old temporary World War II barracks - should be positive. (This is further discussed in Part V of this document.) In addition, the long term effect upon the vegetation will be beneficial in that landscaping will be provided where formerly there was none.

SOLID WASTE

For the purpose of defining the distinctions between different kinds of wastes, the State Water Resources Control Board has adopted a statewide grouping system. All waste materials are in either Groups 1, 2 or 3 in this system, and each group has its own particular storage, handling, collection and disposal requirements. A summary of the groups is presented in Appendix I. In general, toxic and hazardous wastes are in Group I; Group 3 wastes are inert solids, such as construction and demolition wastes; and all other wastes, including most residential and commercial refuse, are in Group 2.

This assessment deals primarily with Group 2 materials which will be generated by the future residents of Phases II and III of the Hunters Point Redevelopment Area. It also addresses the anticipated one-time generation of Group 3 waste materials which will occur when the 32 barracks-type housing structures currently located in Phase III are demolished.

No Group I hazardous materials are anticipated as a result of the development of Phases II and III; thus the collection and disposal of these materials is not covered in this study.

Current Storage* and Collection Procedures

Household waste consisting of waste or discarded food, animal and vegetable matter, discarded containers of food, animal and vegetable matter and ashes shall be placed in suitable metal cans with tight fitting metal lids. Waste paper and boxes and other refuse materials not subject to putrefaction or decay, and cuttings from trees, lawns and gardens may be placed in any suitable container. The Director of Public Works has established the maximum size container for residences and flats as 32 gallons; however, at the discretion of the refuse collector, an oversize container up to a maximum of 64 gallons may be used. Containers for apartment houses up to 600 rooms shall be of types and sizes, each not exceeding 80 gallons in capacity, suitable for emptying the contents thereof into the collector's container. Containers for apartments over 600 rooms shall be sized as required of the refuse collector.

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*All solid waste must be stored in conformance with requirements of the San Francisco Fire Code.

Construction and demolition waste shall be removed from the site within a reasonable time established by the permit issued by the Building Inspector of the Department of Public Works, for each construction and/or demolition job.

Street sweepings shall be stored in unobtrusive areas with complete respect to the wishes of the area residents and picked up daily by City forces.

Recreational wastes shall be stored in cans or removed to the transfer station by the scavenger and City forces.

Abandoned, wrecked, dismantled or inoperative vehicles or parts thereof create an unattractive nuisance and shall be abated in accordance with Ordinance No. 249-74 dated May 20, 1974.

The collection of household, commercial and industrial, and institutional waste is accomplished by two refuse collection companies licensed by the Director of Public Health. The Sunset Scavenger Company serves the Bayview/Hunters Point Area. Collection of the waste shall be at least once a week from all dwellings and commercial and industrial facilities. Owners of all dwellings are now required to subscribe to and pay for refuse collection service to that dwelling in accordance with Ordinance No. 20-72 which became operative on and after July 1, 1972.

To arrange for refuse collection, the potential customer telephones the company servicing the area and requests service. Refuse collection and disposition charges and fees for residences, flats and apartment houses of not more than 600 rooms are set by a Refuse Collection and Disposal Rate Board established by the City Charter; charges and fees for other facilities are subject to contract between the waste producer and the refuse collection company servicing the area.

Leaves, tree cuttings and litter are collected and hauled to the Transfer Station by City forces and equipment five days a week. Street sweepings are collected and hauled to the Transfer Station by City forces and equipment. The street sweepings are dumped at the Transfer Station five days a week, Monday through Friday.

Debris boxes may be utilized for the loading and transporting of excavated and waste materials derived from the construction, reconstruction, alteration, or demolition of real property structures; or the removal of debris and waste materials not required by law to be otherwise disposed of by owners, lesses or occupants of real property in accordance with Section 725.2, Chapter X, San Francisco Public Works Code. Six debris box owners are registered for operation with the Department of Public Works. The potential debris box customer selects a debris box operator and negotiates a contract for the use of the box including the disposition of the waste in a dump. The boxes can be placed on the sidewalks or in the roadway as directed by the Department of Public Works. All contents of debris boxes shall be completely covered at all times while being transported through the City streets.

Receptacles used for the collection of household, commercial and industrial, institutional, and domestic animal wastes may be placed upon the sidewalk in front of the producer's premises only on the day the wastes are to be collected by the refuse collectors or after 6:00 P.M. of the day prior to the day of collection. The producer must remove the receptacles from the sidewalk immediately upon opening the premises for business on the day of collection in accordance with Ordinance No. 155-73.

The refuse collected by the refuse collectors must be disposed of at the Transfer Station as designated by the Board of Supervisors in accordance with the Refuse Collection and Disposal Ordinance.

Transfer Station

A large truck transfer station serving San Francisco is situated at the foot of Tunnel Avenue and Beaty Road in the southeast corner of the City adjacent to the County line. This facility is operated seven days a week by the Solid Waste Engineering and Transfer System to handle the mixed municipal, commercial and industrial waste from San Francisco. Nearly an acre of floor space in the transfer building is capable of accommodating 110 route trucks an hour and up to 5,000 tons of refuse daily. As incoming collection trucks unload into a large pit two Caterpillar D-8 tractors run over the waste, breaking and smashing large bulky items such as lumber, refrigerators and sofas. The "Cats" then push the waste to the tunnel area where approximately half of the waste, unrecoverable materials which are collected from commercial accounts, is loaded directly into transfer trucks and trailers.

The household waste, approximately one-half of the total, is conveyed to a 300-horsepower horizontal hammermill which breaks open bags and exposes tin cans. A conveyor carries the shredded waste to the counter-rotating magnetic drums which pull out the cans which are then loaded into large open top vans and shipped to Sacramento for further processing. The remainder of the waste is loaded into transfer trucks and trailers. The recovery system is privately financed and operated by Los Angeles By-Products Company.

The San Francisco Transfer Station was used as a model for the development of the guidelines contained in the State minimum standards for Solid Waste Handling and Disposal (California Administrative Code, Title 14, Div. 7, Chap. 3). As of October 1975, the transfer station was operated over and above the preceding State minimums which become applicable on July 1, 1976.

Completely enclosed transfer trucks and trailers haul the waste from the Transfer Station to the Mountain View Disposal Site upon the terms and conditions included in the Waste Disposal Agreement signed in November 1975. The waste dumped at the Transfer Station is transported to the Mountain View disposal site the same day, although there is capacity in the pit for about two days' storage.

Disposal Facilities

On March 2, 1972, the California State Water Resources Control Board issued the Classification of Solid Waste Disposal Sites shown in Appendix II. The previously discussed waste class groupings were established at the same time.

The regional water quality control boards were instructed to determine the potential threat posed by each disposal site to the State's waters. Then, discharge specifications were issued to each site and the site operator was required to file for a discharge permit. In so doing, he was required to indicate how site modifications and methods of operation could meet the specifications before a permit was issued. Periodic inspections are made by the regional board staff to note compliance - or lack of same - with the permit. In extreme cases, the regional boards can issue cease and desist orders or revoke permits.

In essence, the categorization of a site into either Class I, Class II, or Class III reflects the degree of probability that the wastes in the site may come in contact with water and/or pollutants could be conveyed from the site boundaries to state waters. For example, a Class I site has an extremely low probability; a Class III designation implies certainty of contact and/or conveyance. Class I sites may accept Group 1, 2 or 3 wastes; Class II sites may accept Group 2 and 3 wastes; and Class III sites may accept only Group 3 wastes.

APPENDIX I

Waste Grouping System
(State Water Resources Control Board)

GROUP 1 WASTES

Group 1 wastes consist of or contain toxic substances and substances which could significantly impair the quality of usable waters. Examples include but are not limited to the following:

Municipal origin

- Saline fluids from water or waste treatment processes
- Community incinerator ashes
- Toxic chemical toilet waste

Industrial origin

- Brines from food processing, oil well production, water treatment, industrial processes, and geothermal plants
- Toxic and hazardous fluids such as cleaning fluids, petroleum fractions, acids, alkalies, phenols, and spent washing fluids
- Substances from which toxic materials can leach such as ashes, chemical mixtures, and mine tailings
- Rotary drilling mud containing toxic materials

Agricultural origin

- Pesticides or chemical fertilizers
- Discarded chemical containers

Other toxic waste such as compounds of arsenic, mercury, or chemical warfare agents.

GROUP 2 WASTES

Group 2 wastes consist of or contain chemically or biologically decomposable material which does not include toxic substances nor those capable of significantly impairing the quality of usable waters. Examples include but are not limited to the following:

Municipal origin

- Garbage from handling, preparation, processing, or serving of food or food products
- Rubbish such as paper, cardboard, tin cans, cloth, glass, etc.
- Street refuse such as sweepings, dirt, leaves, catchbasin cleanings, litter, yard clippings, glass, paper, wood, and metals.
- Dead animals and portions thereof
- Abandoned vehicles
- Sewage treatment residue such as solids from screens and grit chambers, dewatered sludge, and septic tank pumpings.
- Water treatment residue such as solid organic matter collected on screens and in settling tanks
- Ashes from household burning
- Tires and rubber scrap

Industrial origin

- Garbage from handling, preparation, or processing of food or food products
- Construction and demolition materials such as paper, cardboard, wood, metal, glass, rubber products, roofing paper, and wallpaper
- Infectious materials and hospital or laboratory wastes authorized for disposal to land by official agencies, charged with control of plant, animal, or human disease.
- Highly flammable or pyrophoric materials

Agricultural origin

- Plant residues from the production of crops including but not limited to stalks, vines, green drops, culls, stubble, hulls, lint, seed, roots, stumps, prunings, and trimmings.
- Manures
- Dead animals or portions thereof
- Adequately cleansed pesticide containers

GROUP 3 WASTES

Group 3 wastes consist entirely of nonwater soluble nondecomposable inert solids. Examples include but are not limited to the following:

- Construction and demolition wastes such as earth, rock, concrete, asphalt paving fragments, inert plastics, plasterboard, and demolition material containing minor amounts of wood and metals
- Industrial wastes such as clay products, glass, inert slags, asbestos, inert tailings, and inert plastics

No disposal facilities are available within San Francisco. The solid waste from the transfer station and some construction and demolition waste are disposed of in Mountain View, Santa Clara County. The remainder of the construction and demolition waste is disposed of in the privately owned dump sites in Colma, San Mateo County. Any hazardous and extremely hazardous wastes and other Group I wastes are disposed of in Class I dumps in Contra Costa County.

The site in Mountain View covers 655 acres of low land at the northern end of Stierlin Road which is being developed into Shoreline Regional Park. It is a typical example of a local sanitary fill in which the solid wastes are hauled from the transfer station to the landfill site by covered truck and trailer. The park which is being developed with San Francisco refuse forms a wide defense perimeter with open green spaces and fresh air and adds a recreational resource to the region which will be complete with a small zoo, amphitheater, equestrian center, golf course, lakes, tennis courts, swimming pools, picnic areas, hiking and walking trails, boating and rifle-pistol and archery ranges. In addition, four wells have been drilled and methane gas generated from the refuse is being pumped on an experimental basis.

A new contract was signed in November 1975 which will allow San Francisco to continue to dispose of Group 2 and 3 waste in the Mountain View landfill for the next eight years. Wast discharge requirements from the Regional Water Quality Control Board are outlined in that Agency's resolution No. 70-67 dated August 27, 1970. The agencies responsible for inspection of the site include the Regional Water Quality Control Board, the Bay Area Pollution Control District, the City of Mountain View, and the Army Corps of Engineers.

The City and County of San Francisco is currently preparing its medium- and long-range solid waste management plan as required by the State Solid Waste Management and Resource Recovery Act of 1972. The short-term portion of the study has been completed. Transportation of San Francisco solid wastes by rail-haul to a remote desert region in Lassen County could convert barren and unusable lands into possible grazing land. This site could accept all Bay Area solid refuse for several hundred years. The rail-haul to Lassen County was evaluated by the San Francisco Department of Public Works, but it was not implemented as the Mountain View solution was more economical.

Numerous recovery systems will be studied by the City in cooperation with private industry during 1976 and 1977 to determine the best system for disposing of San Francisco's solid waste. Among those studied will

APPENDIX II

Classification of Waste Disposal Sites
(State Water Resources Control Board)

CLASS I DISPOSAL SITES

Those sites at which complete protection for the quality of ground and surface waters and public health and wildlife resources is provided for all time from waste deposited therein. These sites are designated as capable of accepting for disposal Groups 1, 2, and 3 wastes. The following criteria must be met for qualification as Class I.

- Geological conditions are naturally capable of preventing vertical hydraulic continuity between liquids and gases emanating from the waste in the site and usable ground or surface waters.
- Geological conditions are naturally capable of preventing lateral hydraulic continuity between liquids and gases emanating from wastes in the site and usable ground or surface waters, or the disposal area has been modified to achieve such capability.
- Underlying geological formations which contain rock fractures or fissures of questionable permeability must be permanently sealed to provide a competent barrier to the movement of liquids or gases from the disposal site.
- Inundation of disposal areas shall not occur until the site is closed in accordance with requirements of the regional board.
- Disposal areas shall not be subject to washout.
- Leachate and subsurface flow into the disposal area shall be contained within the site unless other disposition is made in accordance with requirements of the regional board.
- Sites shall not be located over zones of active faulting or where other forms of geological change would impair the competence of natural features or artificial barriers which prevent continuity with usable waters.
- Sites made suitable for use by man-made physical barriers shall not be located where improper operation or maintenance of such structures could permit the waste, leachate, or gases to contact usable ground or surface waters.
- Sites which comply with the aforementioned items but would be subject to inundation by a tide or a flood of greater than 100-year frequency may be considered by the regional board as a limited Class I disposal site

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CLASS II DISPOSAL SITES

Those sites at which protection to ground and surface waters and public health and wildlife resources is provided from Groups 2 and 3 wastes.

Class II-1 sites are those overlying usable groundwater, and natural geologic conditions are capable of preventing hydraulic continuity between liquids or gases and usable water, or the disposal site has been modified to achieve such capability.

Class II-2 sites are those having hydraulic continuity with usable groundwater but geologic and hydraulic features assure protection of water quality. Such features might include soil type, artificial barriers, or sufficient depth of groundwater.

The following criteria must be met for qualification as Class II:

- Disposal areas shall be protected by natural or artificial features so as to assure protection from any washout and from inundation which could occur as a result of tides or floods having a predicted frequency of once in 100 years.
- Surface drainage from tributary areas shall not contact Group 2 wastes in the site during disposal operations and for the active life of the site.
- Gases and leachate emanating from waste in the site shall not unreasonably affect groundwater during the active life of the site.
- Subsurface flow into the site and the depth at which water soluble materials are placed shall be controlled during the construction and operation of the site to minimize leachate production and assure that the Group 2 waste materials will be above the highest anticipated elevation of the capillary fringe of the groundwater. Discharge from the site shall be subject to waste discharge requirements.

CLASS III DISPOSAL SITES

Those sites at which protection to water quality is provided from Group 3 wastes by location, construction, and operation which prevent erosion of deposited material.

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be the Bay Delta Resource Recovery Demonstration, Phase 2, at the Transfer Station, and various pyrolysis, incineration and fuel recovery systems. The Department of Public Works will review development in the "state of the art" of solid waste management, particularly systems most applicable to San Francisco. In 1978, the best disposal method and resource recovery system for San Francisco will be selected and financing obtained. Design of the system will be accomplished in 1979 and 1980 and the system constructed in 1980 and 1981.

Expected Impacts

It is estimated that the annual quantity of solid waste generated in San Francisco in 1975 was 1,281,000 tons of which an estimated 1,209,000 tons was disposed of out of the County. The annual quantity of solid waste produced in San Francisco is estimated to increase to 1,409,000 tons in 1990 and then decrease to an annual rate of 1,259,000 tons in 2000. Seven volunteer recycling centers are operating in San Francisco and they, along with the scavenger companies, are estimated to recycle approximately 37,000 tons of materials in 1975. All of these estimates include the solid wastes generated by residents of Hunters Point. At full development it is anticipated the residents of Phases II and III will generate some 964 tons per year which is less than 0.08% of the total generated by the City in 1975. Thus the impact upon the Mountain View or any future disposal site is expected to be negligible.

In addition, it is estimated that well over half of the future residents of Phases II and III are already living in San Francisco and their expected production of solid waste is already included in the City's calculations.

When the San Francisco Redevelopment Agency lets the contract for demolition of the remaining 32 barracks-type residential buildings, the successful bidder will include the disposal of the demolition solid waste as part of the package. Some of this may go.to the Mountain View site. The Colma Hillside rubbish site which handles much of the demolition waste from San Francisco as well as the general public in the area is located along Hillside Road at the base of San Bruno Mountain and is operated by the Colma Dump Company. Waste received is compacted and spread with a loader and crawler tractor. The site is handling 250 tons per day during a five day week and should remain operational until 1984 at the present rate of filling. The site is inspected by the San Mateo County Health Department, the Regional Water Quality Contract Board and the State Department of Public Health. They are the likely recipients of the demolition waste from Hunters Point and in response to a telephone call noted that the Hunters Point wastes would probably not shorten the life of the dump by more than a day or two if that. There will be a very minor impact resulting from the disposition of dust on city streets during demolition and hauling to disposal sites. Significant quantities of dust or debris spillage will not be encountered due to a city ordinance requiring contractors to water spray during demolition and to clean spillage along the land route. The Solid Wastes Section of the California Department of Public Health concurs with this.

TRAFFIC/CIRCULATION/TRANSPORTATION - HUNTERS POINT

Access and egress from the Hunters Point area has always been somewhat of a problem even before residential development occurred there. In the war housing area, the streets were built of substandard materials and were inadequate in width. Some were unimproved. Off-street parking was not provided and on-street parking created a serious threat to safety. Sidewalks generally were available only on boundary street. Pedestrian movement was accomplished by walking in the street or next to it where possible.

Through the redevelopment of the area, these deficiencies are being corrected. That is to say, streets in dedicated rights of way are being improved to city standards, sidewalks are being installed along all streets, and good quality materials are used to build them, resulting in a greater safetv factor, and requiring much less maintenance. The project is designed to be served by a system of minor streets connected with a collector loop system made up of extensions of Hudson, LaSalle, Cashmere and Ingaels Streets.

Parking

Parking is to be provided in accordance with the Redevelopment Plan and Resolution 6404 by the City Planning Commission which requires the following:

1. Dwellings
   a. One off-street on-site parking space for each dwelling.
   b. One on-street guest parking space for each five dwellings on all minor collector streets and local access streets.
   c. Additional parallel guest parking spaces on all major collector streets.
2. Schools
   a. Nursery schools; two off-street on-site parking spaces for each nursery school.
   b. Elementary schools; as required by the planning code.
3. Commercial

   One parking space per each 500 sq. ft. of commercial area.
4. Neighborhood Facilities

   One parking space per each 300 sq. ft. of floor area.

5. Churches

One parking space per each 10 seats.

Reduction in the above required parking areas for schools, commercial, neighborhood facilities and churches shall be allowed and encouraged whenever it is possible to combine and share parking facilities for non-concurrent users.

Compliance with these requirements should result in a street system unencumbered by parked automobiles blocking traffic lanes as was the case before redevelopment began in this area. It is expected to have long term and short term favorable impacts in that streets will be safe and able to function as traffic carriers with capacities adequate for the needs of the area.

Approximately 1850 dwelling units are anticipated in the total redevelopment area. Virtually all the traffic generated by the residents will use Hudson, LaSalle, and Newcomb Streets. A few from the southwest portion of the area will use Ingalls and Palou Streets for access to Third Street.

Traffic Generation:

The amount of traffic generated by the entire redevelopment project's 1850 dwelling units is not expected to create a significant impact upon the capacities of the street system. It is estimated that because of the availability of public transportation in this area, the expectation of eventual job availability close by, and the economic level of the community and therefore the number of autos in the project, that approximately 13,000 daily trips will be generated, or, for a 24-hour period, 6500 trips in and 6500 out of the area. This results in peak hour volumes of approximately 800 trips during the evening peak hour, and 500 during the morning peak hour. When these figures are distributed about equally between LaSalle, Newcomb, and Hudson Streets, it becomes evident that only 200 to 300 autos would be added to each during these peak hours. Considering that these three streets have existing capacities of about 1600 vehicles per hour (both ways) and are presently serving only a few hundred homes between the project and Third Street, the impact of the project on these streets and their capacities becomes insignificant.

Virtually all Hunters Point traffic will use Third Street for access to the downtown area or to the nearby freeways. Because of this, it is anticipated that the Candlestick Park generated traffic, and truck traffic from existing and future industrial developments of the Bayview neighborhood will adversely affect the project. No traffic counts have been made of Third Street recently. An older one taken in 1971 by the City of San Francisco does not include figures on trucks, nor peak hour counts. It only shows a 24-hour count of approximately 16,000 vehicles per day and a peak hour count of approximately 1000 vehicles and does not reflect the completion of Highway 280 to its present status. Our field observation, however, does reveal a high number of trucks along Third Street, a condition which is not likely to be relieved with the development of the India Basin Industrial Park, or the eventual reopening of the shipyard area. Use of Palou Street for the latter would likely have a very serious effect on the future use of the area now occupied by the public housing units (many of which will be demolished) at the southeast corner of the project, as well as existing single family homes in the vicinity. But since the Phase II and III areas of the redevelopment project do not border Palou Street, or any other street which is or will be affected by the trucks, their impact upon these areas would be minimal at most.

The system of traffic lights along Third Avenue is very poorly distributed as it relates to the project. Their spacing at Palou, Oakdale, McKinnon, Innes and Fairfax Streets was probably more the result of a desire to speed up the traffic flow on Third Street by a synchronized light system before Highway 280 was constructed rather than as a convenience to Hunters Point residents. Only Palou Street will carry any local traffic at all. Innes Street is now a two block long cul de sac east of Third. Oakdale used to carry much of the local traffic, but the realignment of streets within the project to form a loop results in a lessening of the use of this street. LaSalle, Hudson, and Newcomb Streets will henceforth become the major traffic collectors from the project. Yet none of these is a signalized intersection with Third Street. It is to be noted, however, that the Redevelopment Agency staff is now working with the Department of Public Works to upgrade the traffic lighting system.

Since the construction of Highway 280, much of the traffic which formerly used Third Street has been shifted to the Highway, leaving much excess capacity along Third, and the need for this type of signalization has diminished. Accordingly, it appears desirable to review the signalization system to solve local needs and problems.

Highway 230

A signed freeway agreement exists between the State and the City regarding this freeway link which would connect Highway 280 at Islais Creek with Third Street, the India Basin Industrial Park, the Naval Shipyard, through the proposed Shoreline Park to Candlestick Park, and connect with Highway 101 about one-half mile south of San Francisco city limits.

As of Spring 1976, the State has adopted a resolution to rescind the agreement, although the city would like to retain the proposal as a major street, (perhaps on the order of Sloat Blvd.), i.e., a major, divided 4-lane street, with abutting property access along both sides, subject to a grade separation with Third Street. However, actual recession of the state highway Route 230 adoption has not yet occurred.

The State owns most of the right of way between Highway 280 and Third Street, but is selling what right of way it owns easterly of Third Street.

Development of this collector street would have long term beneficial impacts upon the Bayview-Hunters Point area because it would serve the industrial areas of India Basin, the Port of San Francisco and the shipyard, as well as provide additional access/egress points for Candlestick Park, by its connections on the south with Bayshore Freeway, and on the North with Highway 280. There would be no direct connection with the residential redevelopment of Hunters Point. Third Street would then be relieved of much of its current through traffic, except for what is to remain intra-area traffic. Beneficial though it might be, however, there seems little hope of its construction at this time. The city and the state need to resolve their differences, the street must yet be designed (and this includes design through the proposed Shoreline Park which is being acquired by the state with development dependent upon future funding), and then constructed. And BCDC may be involved in its approval. Many years are likely to pass before the issues are resolved and the street built.

Public Transportation:

Four bus lines provide service to the project and surrounding area. The 42 and 42 Express lines serve the project along its north sides, along Evans Street, Cargo Way, Hunters Point Blvd., and Innes Street to the shipyard area. Service from these lines is to the financial district, downtown, Western Addition, and the General Hospital. Line #15 provides service to Fisherman's Wharf, North Beach, the financial district, and City College. Line 51 follows a route to Mission Blvd. from which transfers are available to other parts of the city. Lines 15, 42, and 51 also provide convenient connections with BART.

Within the project, development of sidewalks along streets and elsewhere should substantially contribute to the safe and efficient use of the public transportation system, a service which was less than adequate when the old war housing was occupied. Thus there should be no adverse impacts, either of the service upon the project or vice versa. On the contrary, as the project continues to develop and becomes fully occupied, the additional patronage of the public transportation system should prove beneficial by lessening the need for subsidy. And conversely, the continued provision of adequate service to the project should result in less reliance upon the automobile.

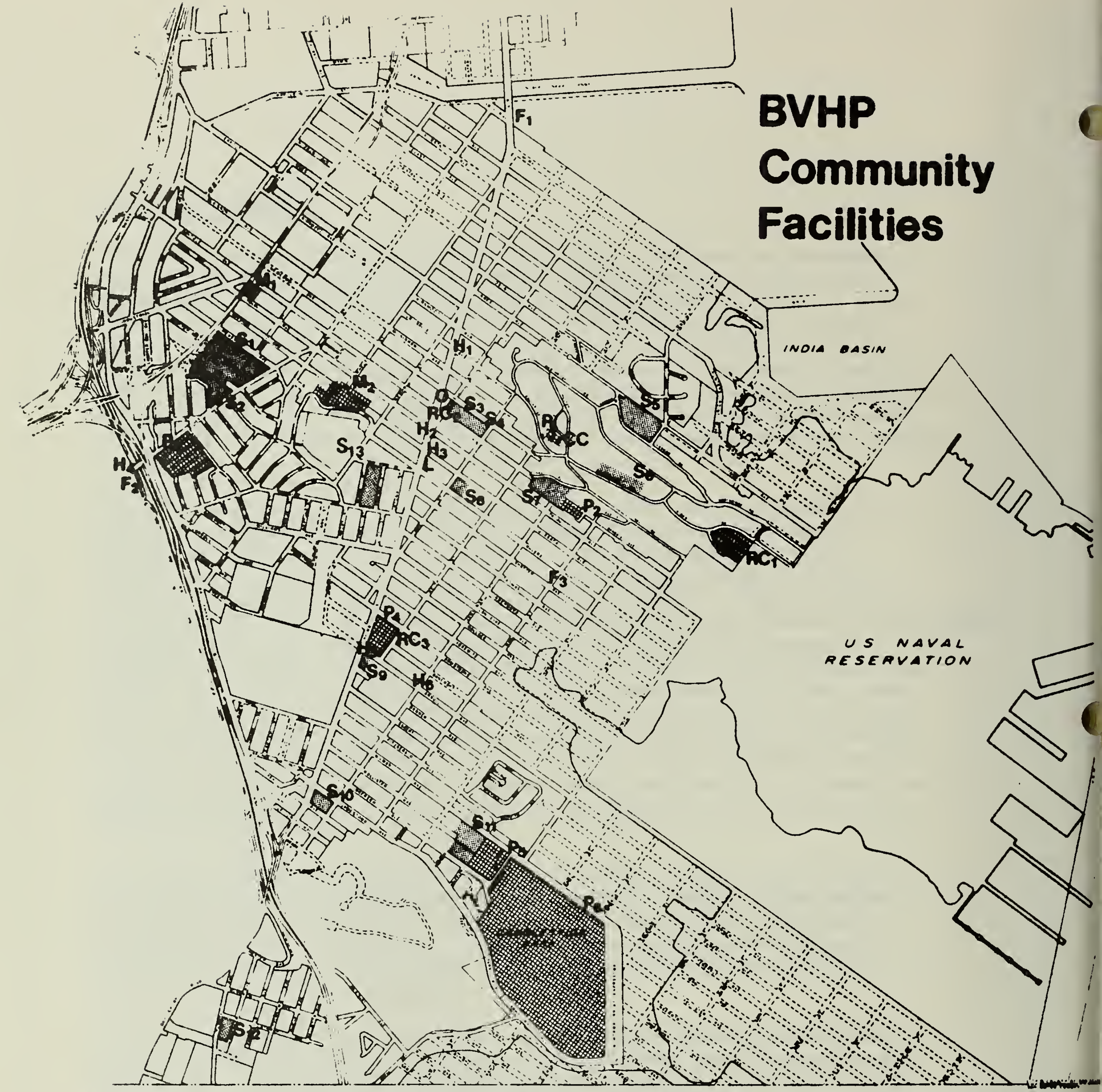
Anticipated Impacts

The construction of publicly dedicated streets, improved to the standards of the City of San Francisco within the project will be a major improvement over the previously existing below-standard private streets. This will create a favorable impact of long duration in that the new streets are or will be: a) easily identifiable as collectors or minors by their location, and design; b) provided with well designed on-and off-street parking areas which do not interfere with movement of traffic; c) improved to city standards, thus assuring long lasting improvements with a minimum amount of maintenance; and d) to be maintained and cleaned by the city as any other public street.

The newly aligned streets within the renewal area were designed to fit into the system of existing public streets, namely Hudson, LaSalle, Newcomb, Cashmere and Ingaels Streets. When completed, they will constitute a collector system in the form of a loop through the area. This is in keeping with efficient and modern planning techniques, and in this case may result in demands for modification of the existing signalization of these and other streets along Third Street so that the latter's function as a major arterial will be better related to the project. The effect on the project would be significantly beneficial on a long term basis. The existing signalization along Third Street results in a long term adverse impact on Hunters Point because of the relative difficulty of making right and left turns on or off Third Street without signal lights at the intersections now lacking them. As noted in the text, the Redevelopment Agency is working with the Department of Public Works to resolve the matter.

The construction of Highway 230 - as a collector street - would result in a major, long-term beneficial impact to Hunters Point by relieving the Bayview neighborhood, and Third Street in particular, from much industrial and Candlestick Park traffic. This would provide a much quieter area able to function as a neighborhood rather than being bisected by major and busy arterial.

The public municipal transportation system serving Hunters Point area should result in no adverse impacts, (short or long term) to either the project or to the System. Positive benefits result by making it possible for residents to leave their automobiles home (with resultant favorable impact on air quality) by providing adequate transportation to people not willing or able to drive.



BVHP Community Facilities

SCHOOLS
S_1 Fremont
S_2 Pelton
S_3 Burnett
S_4 Bayview-Hunters Point Community College
S_5 Sir Frances Drake
S_6 Jedediah Smith
S_7 George Washington Carver
S_8 All Hollows
S_9 Hunters Point Skills Center
S_{10} St. Paul of the Shipwreck
S_{11} Bret Harte
S_{12} Candlestick Cove
S_{13} Dr. Charles E. Drew (formally Bayview)

PARKS AND RECREATION
P_1 Ridgetop Plaza
P_2 Palou-Jennings Park
P_3 Terrace Playground
P_4 Bayview Playground
P_5 Gilman Playground
P_6 Candlestick Park
RC_1 Milton Myer Recreation Center
RC_2 Joseph Lee Recreation Center
RC_3 Bayview Swimming Pool
M_1 Mini Park
M_2 Mini Park

PUBLIC HEALTH
H_1 BVHP Family Planning Clinic
H_2 U.S. Dept. of Agriculture Supplementary Food Program
H_3 Ambulatory Health Care Facilities Corp.
H_4 San Francisco Department of Public Health
H_5 John Hale Mental Service
H_6 BVHP Methadone Treatment Program

NEIGHBORHOOD COMMUNITY CENTER
CC Whitney Young Community Center
O South San Francisco Opera House

FIRE DEPARTMENT
F_1 Engine Station No. 25
F_2 Engine Station No. 42
Truck Company No. 42
F_3 Engine Station No. 1
Truck Company No.

LIBRARY
L Anna E. Walden

PUBLIC SERVICES

The public services discussed in this section are considered to be of greatest importance to the existing and future residents of Phases II and III of the Hunters Point Redevelopment area.

Police Protection

The nearest police station to Hunters Point is the Southeast Station located at 20th and Third Streets. About one hundred men work out of the station on three watches. The facility is old and obsolete and its location raises doubt as to its ability to provide quality service to the Hunters Point neighborhood. However, a Police Department spokesman has noted that response time to any major crime would be about six minutes because of the police policy of keeping their vehicles on constant patrol. Response to a lesser crime might be as much as 13 minutes.

According to crime rate figures from the 1970 Census, in Census Tract 231 (which encompasses most of Hunters Point and includes all of the surrounding public housing), the crime rate was one crime per 8.5 people. This is high in comparison to other neighborhoods in the City of San Francisco. The incidence of drug-related crimes is even higher. In view of the fact that low income people living in housing projects in impacted areas are "victimized twice as much" (again, quoting the police spokesman), this high crime rate may be perhaps largely attributable to the impaction of the public housing and the old barracks-type housing then occupied in the area. However, occupancy of the 334 units of new housing in Phase I has resulted in a 45 to 55% drop in the crime rate from that in the old barracks housing.

Agencies other than the Police Department are involved with the protection of property; these include maintenance watches and guard services provided by the San Francisco Housing Authority and 24-hour watchmen for the construction areas.

The Hunters Point Foundation for Community Improvement, funded by Model Cities with a facility at 1503 Galvez Street, works to reduce the level of crime by providing a Community Defender to assist adults who have criminal legal problems.

Fire Protection

Three stations render these services to the Hunters Point area; these are located at:

Third and Cargo Way
Jerrold and Napolean Streets
Shafter and Ingalls Streets

The San Francisco Fire Department works very closely with the Redevelopment Agency to insure the level of fire protection will meet the demands of the area as the various sites are developed within the overall plan.

From information received from the Fire Department's Division of Planning and Research, the Hunters Point area receives a first fire alarm response commensurate with the type of construction and the life hazard involved. Should a fire occur of such magnitude as to warrant a greater alarm response, all of the available forces of the Department needed to control the situation will be sent.

In the opinion of the Chief of the Department of Planning and Research, the new developments of Phase II and III will not require any additional manpower or equipment to service the anticipated population.

Child Care Facilities

Most major facilities relating to child care in the City of San Francisco are under the jurisdiction of the San Francisco Unified School District, the Department of Social Services or the Economic Opportunity Council. In the Hunters Point Redevelopment area there are three School District centers with an enrollment of 62 students each. There are eleven smaller centers under the other agencies also located in the Hunters Point area with an average enrollment of 25 to 30. All of the centers are filled to capacity and have waiting lists. A new child care center is planned to serve the Phase II housing, but no appropriations have as yet been made for it.

From a recently completed survey conducted by the staff of the Hunters Point Neighborhood Facility, there is a great need for more child care centers, not only for the lowest income families but also for privately-operated minimum-profit centers to accommodate those children whose parents can afford to pay modest tuition. It should be noted that the future of day care centers in the City and County of San Francisco is uncertain at present since the question of continued funding of the centers will be a ballot issue in June 1976. The addition of 600 new housing units at Hunters Point subsidized with Section 8 funds can only serve to aggravate an already overcrowded situation. The anticipated influx of pre-school children must be viewed as having a negative impact.

A special facility, the Growth and Development Center, located in the Whitney Young Neighborhood Facility at the crest of Hunters Point hill is a multi-funded program which helps mentally handicapped children. It is operated by the Christian Welfare Society, Inc. About 60 children are currently enrolled and there is a maximum capacity of 75.

Health Care

Accessibility of these facilities to residents of the Hunters Point Redevelopment area are adequate at present. Improvement is anticipated upon completion of the new $1.5 million Ambulatory Health Care Facility to be constructed at the corner of Keith and Armstrong Streets, one block east of Third Street. (Groundbreaking was March 20, 1976). It is one of the facilities funded by Model Cities which will survive the cutoff of funds at the end of fiscal 1976; it was also the recipient of the first Economic Development Administration (EDA) grant in San Francisco and is guaranteed City funds by conditions imposed in an HEW planning grant. The 14,000 square foot facility will be built to serve a population of 60,000. Its plan of operation will remain flexible to accommodate the changing needs of the community. The current facility, in temporary quarters and in operation for four years, provides a woman's clinic, a well-baby clinic, home care and transportation for patients to hospitals by four radio-equipped vans.

When the new Ambulatory Health Care Facility is completed it will likely replace the Public Health Clinic (District #3) which is located two miles away on Silver Avenue near San Bruno Avenue insofar as the residents of Hunters Point are concerned. This Public Health Clinic, completed in 1967, is at present the closest full-service outpatient clinic.

John Hale Mental Health Services, Inc. is located at 4301 Third Street. Services provided include individual and group psychiatric therapy, family counseling and childrens' psychiatric services. There is also a drop-in clinic for emergency situations.

The Southeast Bayview Mental Health Clinic operated by the San Francisco Public Health Department is located in San Francisco General Hospital. Although located outside the South Bayshore District (which includes Hunters Point), it provides serivces to all the South Bayshore residents. This is a complete mental treatment center with both inpatient and outpatient services.

The Bayview Hunters Point Methadone Treatment Program is located on Jennings Street near Carroll. This is a methadone maintenance program for drug addicts. It has just initiated a new methadone-to-abstinence program.

Comprehensive family planning services are offered by the Bayview-Hunters Point Family Planning Clinic. Located at Third Street near LaSalle, the services include counseling, consultation, medical examinations, family planning education, abortion referral, venereal disease program and the dispensing of birth control medication and devices.

The U. S. Department of Agriculture's Supplementary Food Stamp Program is operated by the San Francisco Welfare Rights Council. The local office is on Third Street near Palou and provides supplementary food as well as pre- and post-natal care to mothers and babies.

At present, the Hunters Point community is served by a wide range of health care programs. However, a recent survey of community needs indicated that services for children are lacking while those for senior citizens and the handicapped are deficient. The survey also discovered a more stable population than had been predicted, indicating that there will probably be a higher percentage of older people in the completed Hunters Point community in the future than in the past.

It should be noted that the future of many of the existing health facilities depends on alternative funding when the Model Cities Program ceases at the end of Fiscal 1976 and thus is uncertain.

Hospitals and Ambulance Services

There are no hospitals located within the Bayview-hunters Point district. The nearest facility is the San Francisco General Hospital at 22nd Street and Potrero Avenue. This is a full-service hospital which has just completed an almost total rebuilding effort. From Hunters Point it is a 10-minute drive to the hospital by ambulance. Hunters Point patients are also taken to Mt. Zion Hospital, University of California Medical Center Hospital and St. Lukes Hospital.

City ambulances are stationed at two locations - the District Health Center #3 at Silver Avenue and at 5033 Third Street (the present site of the Ambulatory Health Care Center). Ambulance response time for residents of Hunters Point is five to seven minutes. No appreciable adverse effect on either ambulance or hospital facilities is anticipated as a result of the construction and occupancy of the housing units in Phases II and III.

Parks and Recreation

Public developed park and recreation facilities in the Hunters Point Redevelopment area include: (see BVHP Community Facilities Map for locations)

Palou-Jennings Parks: This three and one-half acre park was opened in 1972 and includes flat play and passive recreation areas.

Ridgetop Plaza: An acre and a half plaza has been recently developed by the City. The plaza is located in the center of the crest of Hunters Point hill, north of Whitney Young Circle. In addition, a four-acre Ridgetop Park is planned on the south side of Whitney Young Circle.

Galvez Playground: This eight-acre parcel has been acquired at Fairfax and Mendell Avenues on the northern edge of the Redevelopment area. Site work has begun. When fully developed, the playground is to include sports playfields, passive recreation areas and landscaped slopes.

Ingalls Park: This is to be a small grassy area (0.8 acre) to be developed with the Phase II housing.

When all phases of the redevelopment program are completed, about 20 acres will be devoted to park and recreation uses.

Just outside the boundaries of the redevelopment area on the corner of Harbor and Middlepoint (Ingalls), ground has been broken very recently for construction of the two-acre Hunters Point Community Youth Park, funded by Model Cities. Since this is a capital improvement, its funding until completion is guaranteed. Community residents have been instrumental in the planning of this park on land made available by the removal of temporary classrooms adjacent to the Sir Francis Drake School.

The Hunters Point Neighborhood Facilities Building is located on the crest of Hunters Point hill. A multi-purpose building constructed in 1974, it houses such programs as the Joint Housing Committee; Young Community Developers; the Growth and Development Program for mentally retarded children and several art and cultural programs. The Center is operated by the City and County of San Francisco. Many community organizations hold meetings in the Center.

Other recreation facilities in the Hunters Point area of use to residents are:

Bayview Playground - This playground is located on Third Street between Carroll and Armstrong. The only swimming pool in the area, the Martin Luther King Pool, is located on the playground. A tragic drowning resulted in the pool's closing in 1974. The pool will be reopened in the near future when a cover is provided.

The Joseph Lee and Milton Meyer Recreation Centers have been recently renovated; these are the only two recreational facilities which have activity rooms and a gymnasium. Joseph Lee is located on a small site at Oakdale Avenue and Mendell Street. Milton Meyers is a well-equipped recreation building and a playfield and outdoor court space. This facility is located on the eastern end of Hunters Point Ridge at Kiska and Reardon Roads.

A major future recreational area planned in the neighborhood is the Candlestick Shoreline State Park. This park is being planned to serve residents of the entire Bay Region. It will be located along the shoreline from the south side of Yosemite Canal around Candlestick Point to the spot where Harbor Road intersects the southbound access to Highway 101. It will include the southern shoreline of Hunters Point Shipyard.

The Port of San Francisco is currently planning to develop Warm Water Cove as a recreational site.

While park and recreation facilities are somewhat limited within the project area, others are scattered throughout the Hunters Point neighborhood. Maintenance tends to be a problem, and there is some community dissatisfaction with the lack of family-oriented recreation, such as a movie theatre or bowling alley. Additional park and recreational facilities are proposed; others are in the process of being developed. It is hoped that the future development of these facilities will keep pace with the growing population generated by the housing in Phases II and III. Some of these facilities are located in the Navy Shipyard and which is currently closed. AT some date in the future they could become available for public use.

Library

The Anna E. Waden Public Library, a branch of the San Francisco Public Library, was opened in 1969. It is a new and attractive facility located on the northeast corner of Third Street at Revere. The library houses a collection of over 30,000 books and also serves as a community facility.

Opera House

Renovation of the San Francisco Opera House at Third and Mendell is underway. Funds have been allotted for this purpose. When completed this structure will be the focus of a small cultural center which will include two plazas. The Opera House will also function as a community center and may be used for art shows, musical and dramatic presentations and films. It will be operated by the S. F. Art Commission.

The probable impact on the public services described above of 600 units of Section 8 housing (Phase II) and of 600 units of market-rate housing, probably including some elderly housing (Phase III) has been assessed at the end of each section. This has been done because the ability of the existing facilities to accommodate the added population varies widely among the services. In addition, some existing services, notably health services, face an uncertain future since many of these services are dependent on finding alternative funding when the Model Cities Program comes to an end.

AIR QUALITY

In general, the present air quality average values for the air pollution designation throughout the Bay area is within light air pollution classification. The number of days in which the ambient air quality standard set by federal, state and district law is exceeded in San Francisco is small. The Oxidant level was exceeded 4 days, and the CO level two days in 1974, the last year for which figures have been published by the BAAPCD. In addition, the 1972 trend study prepared by the Technical Services Division of the Bay Area Air Pollution Control District indicates that the Bay Area air quality has been progressively improving since 1966.

Vehicular traffic is the main contributor to the Bay Area emission levels of nitrogen oxides (63.7%) and carbon monoxide (92.9%). Since the Hunters Point project area is a somewhat self-contained residential neighborhood, it is less subject to this source of air pollution than many other areas of the City which are more densely populated, have mixed uses, or are located on major thoroughfares. Thus, it can be expected that the air pollution level in Hunters Point is even lower than the overall City average. In addition, vehicular emissions are expected to improve further in the next few years as the number of automobiles with emission control devices increases and the effectiveness of these devices improves.

Third Street is the only line source that may affect the CO concentration. However, it is about 1000 feet distant from the project at the nearest point, and only affects it by the westerly winds. No AADT figures are available for Third Street from the San Francisco Traffic Engineer's office. Therefore, a worst condition of 25,000 AADT was used, a figure which is probably several thousand too high. Still, on this basis, our Calculations indicates only .53 mg/m^3 as the total CO impact on Phases II and III of the Hunters Point Redevelopment area from this street. This is a very small amount when compared to the Federal standard of 10 mg/m^3. Therefore its impact on the health of residents of Phases II and III is virtually insignificant.

There are no major traffic generators proposed for the project. Vehicular traffic will be primarily limited to local travel by the project residents, which in turn represents merely a shift of population within the Bay Area region rather than a regional increase.

The only significant source of air pollution in the general area of the project is the PG&E power plant. Information provided by the Association of Bay Area Governments indicates that this plant is a major source of sulphur dioxide and nitrogen dioxide emissions:

> "The plant now includes three generator units with a total capacity of 377 megowatts, seven fuel oil storage tanks, a switchyard and pumps. The State Public Utilities Commission has received an application from PG&E for construction of an additional 52 megowatt generating unit, a 25,000-barrel oil tank and related facilities. According to the latest figures available from BAAPCD (for 1974),

> this plant generates 2.3 tons of SO_2 per day, as compared to the 270 tons per day being generated in the entire Bay area, or almost 1% of the total. It also contributes 3.5 tons per day of NO to a Bay Area total of 720 tons per day, or nearly ½%."

In addition, the plant contributes .4 tons per day of TSP (Total Suspended Particulates). The annual mean for these pollutants in San Francisco is 57 ug/m^3, well below the State standard of 100 ug/m^3 (which was exceeded 6 days in 1974), but just barely under the 60 ug/m^3 which EPA specifies as indicative of no TSP problem if no significant point source exists within a mile of the project site. But since the plant is well under a mile from the project, its contribution becomes significant.

Although the meteorological conditions can be expected to somewhat reduce the concentration of these emissions in the Hunters Point area, State standards for hourly concentrations of SO and NO are expected to be exceeded. Thus, a negative impact upon the air quality of the area exists from the power plant. Regulation of this plant is not within the purview of the City or HUD, but has been delegated to BAAPCD by the EPA. Therefore, measures to mitigate this impact will be dependent upon actions taken by the Air Pollution Control District. Officials of the BAAPCD do not consider the PG&E plant to be a health hazard to residents of the surrounding area.

A minor short-term negative impact upon the air quality of the area can be expected from demolition and construction activities.

The demolition of the on-site buildings plus the adjoining public housing is not yet complete. Those remaining to be demolished are subject to the procedures outlined in the National Emission Standards for Asbestos, which will minimize any potential impact in the handling of building appurtenances which may be insulated or fireproofed with asbestos. The San Francisco Redevelopment Agency will comply if such materials are present.

Construction activities, and most especially the excavation stage, will add to the particulate content of the air, as a result of the movement and hauling of dirt and rubble. Gaseous emissions will also be increased due to asphalt paving and emissions from construction vehicles.

Although the potential impact of these emissions will be substantially reduced by adherence to the specific construction practices called for in the City permit specifications, the short-term impact of these activities cannot be avoided entirely.

NOISE

The existing and projected noise levels in the Phase II and Phase III areas covered by this EIS were analyzed in accordance with HUD's Noise Assessment Guidelines, as contained in Circular 1390.2.

The principal noise source near the Hunter's Point project is automobile and bus traffic. The closest major roadway is 450 feet westerly from the farthest lane of traffic on Third Street to the project area of LaSalle Street. The No. 51 Municipal bus travels directly through the site easterly on Northridge Road and westerly on Southridge Road. The schedule of the bus is every 10-15 minutes during peak traffic. The traffic volume at peak hours generates a noise level that is normally acceptable.

The legal speed limit on Third Street is 25 mph, and the road gradient is less than 3%. Although there are approximately 86 trucks that travel along that route during traffic peak hours, there is no stop-and-go traffic at that intersection which would increase the noise at an effective distance of 500 feet. The noise emitted is within the normally acceptable range.

The Southern Pacific Railway is more than 3,000 feet from the site and, therefore, does not present a noise problem.

The San Francisco International Airport is within a fifteen (15) mile radius south of the project. As noted on the map entitled 1972 Operations, the Phase II and III areas under consideration lie outside the CNEL 65 contour range and are in the clearly acceptable category.* Future operations of the airport will be even less evident to residents of Hunters Point as shown on the map entitled 1986 Operations.

The only stationary source of noise is the PG&E power plant north of the project site on Evans Street. Although the noise from the generators is constant, a noise meter reading taken from the closest point north of the site to the noise source indicated a 62 decibel level. The generator load is reduced during the nighttime peak hours from 8:30 p.m. to 6:30 a.m. Since this noise exposure level does not exceed 65 decibels, it is in the discretionary normally acceptable category. This exterior noise level is expected to be further attenuated by acoustical treatment which is incorporated in the building designs of the multifamily housing projects and the new schools. Thus, the interior noise exposure in the units will fall within the acceptable level. No designs have yet been developed for the proposed market rate housing in Phase III. When the designs are developed, FHA processing will insure noise attenuation is required if necessary.

*CNEL 65 is equivalent to 30 NEF. Noise Exposure Forecast Evaluation of the Monterey Peninsula Airport, a thesis by Lt. M. R. Merickel, Monterey Naval Post Graduate School, September 1973. Thus the area under consideration lies outside the 30 NEF contour range and is in the clearly acceptable category.

Related to the HUD standards set forth in Circular 1390.2, the external noise exposure is acceptable. The findings for all sources of noise levels within the area of the project site were found to be normally acceptable, and, thus, by HUD standards, no significant impact upon the project is anticipated from the existing environment.

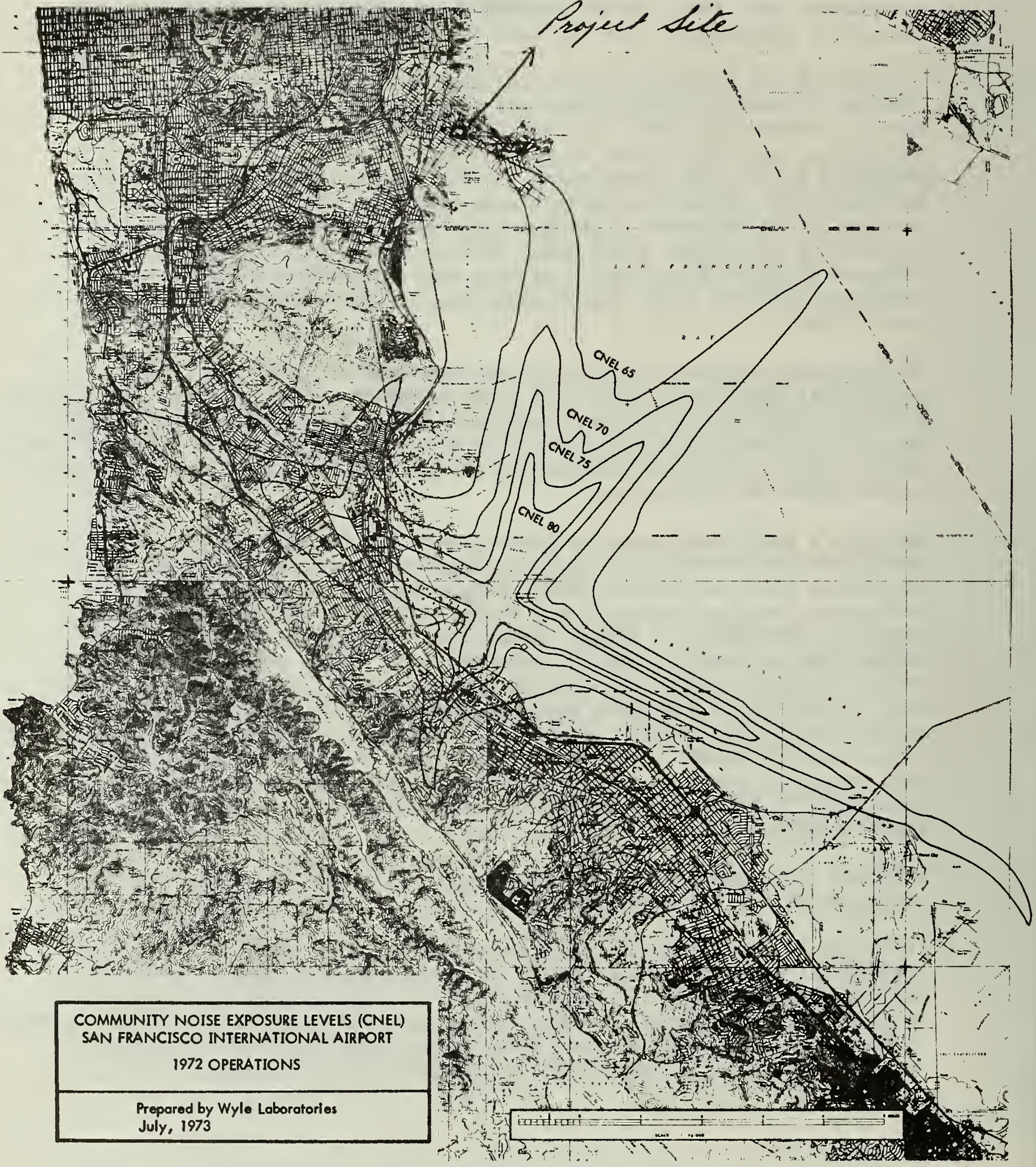
The City of San Francisco noise ordinance sets noise limits for fixed sources in specific zoning districts which includes a limit in low-density residential areas (R-1 and R-2) of 55 DBA from 7:00 a.m. to 10:00 p.m., and 50 DBA from 10:00 p.m. to 7:00 a.m. The noise level generated by the PG&E power plant exceeds these limits; however, the dwelling units within the project area are at a sufficient distance both vertically and horizontally from point where the measurements were taken so that any PG&E power plant noise will be adequately attenuated. This combined with the acoustical treatment will adequately mitigate any potential negative noise impact upon the residential units from the power plant.

The proposed land use in the total renewal area is almost entirely residential with the exception of a small market, a neighborhood facilities building, schools and recreational facilities. These uses would generate only typical neighborhood noises. There are no other sources of significant noise; thus, there is anticipated no significant long-term impact by the project upon the environment.

However, a short-term negative noise impact can be expected during the demolition and construction phases. This impact will be mitigated in accordance with the San Francisco noise ordinance which restricts such activity to daytime hours (7:00 a.m. to 8:00 p.m.) unless a special permit is obtained, and places certain limits upon the level of noise output from equipment. Impact tools are required to have exhaust mufflers to assure maximum attenuation of noise. All other powered equipment is limited to a maximum emission standard of 85 DBA when measured at 100 feet, to be further limited to 80 DBA by late 1976. Acoustical shields are required on pavement breakers and jackhammers. The Department of Public Works is responsible for the enforcement of these provisions, with penalties provided in an amount not to exceed $500 or six months imprisonment.

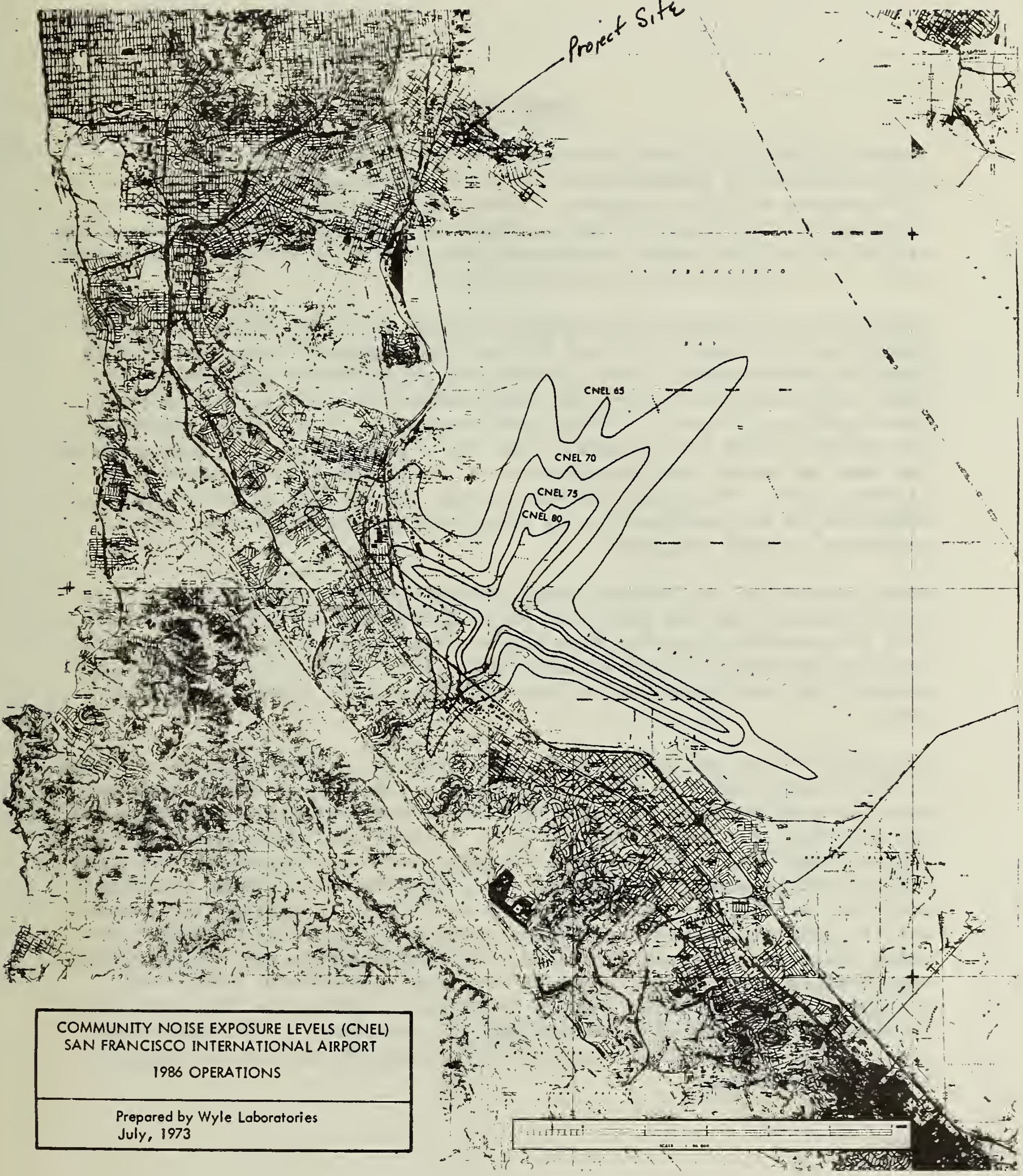
Although these measures will significantly decrease the severity of construction noise, the adverse short-term impact cannot be avoided entirely.

It should be noted that the noise measurements were taken in the occupied residential areas of Hunters Point which will become Phase II and III of the proposed development. Density of these areas at full occupancy will be slightly less than the existing development at the time of the measurement. Therefore the resulting ambient noise levels due to traffic volume are not expected to be increased as a result of this development.



COMMUNITY NOISE EXPOSURE LEVELS (CNEL)
SAN FRANCISCO INTERNATIONAL AIRPORT
1972 OPERATIONS

Prepared by Wyle Laboratories
July, 1973



COMMUNITY NOISE EXPOSURE LEVELS (CNEL)
SAN FRANCISCO INTERNATIONAL AIRPORT
1986 OPERATIONS

Prepared by Wyle Laboratories
July, 1973

WATER SUPPLY

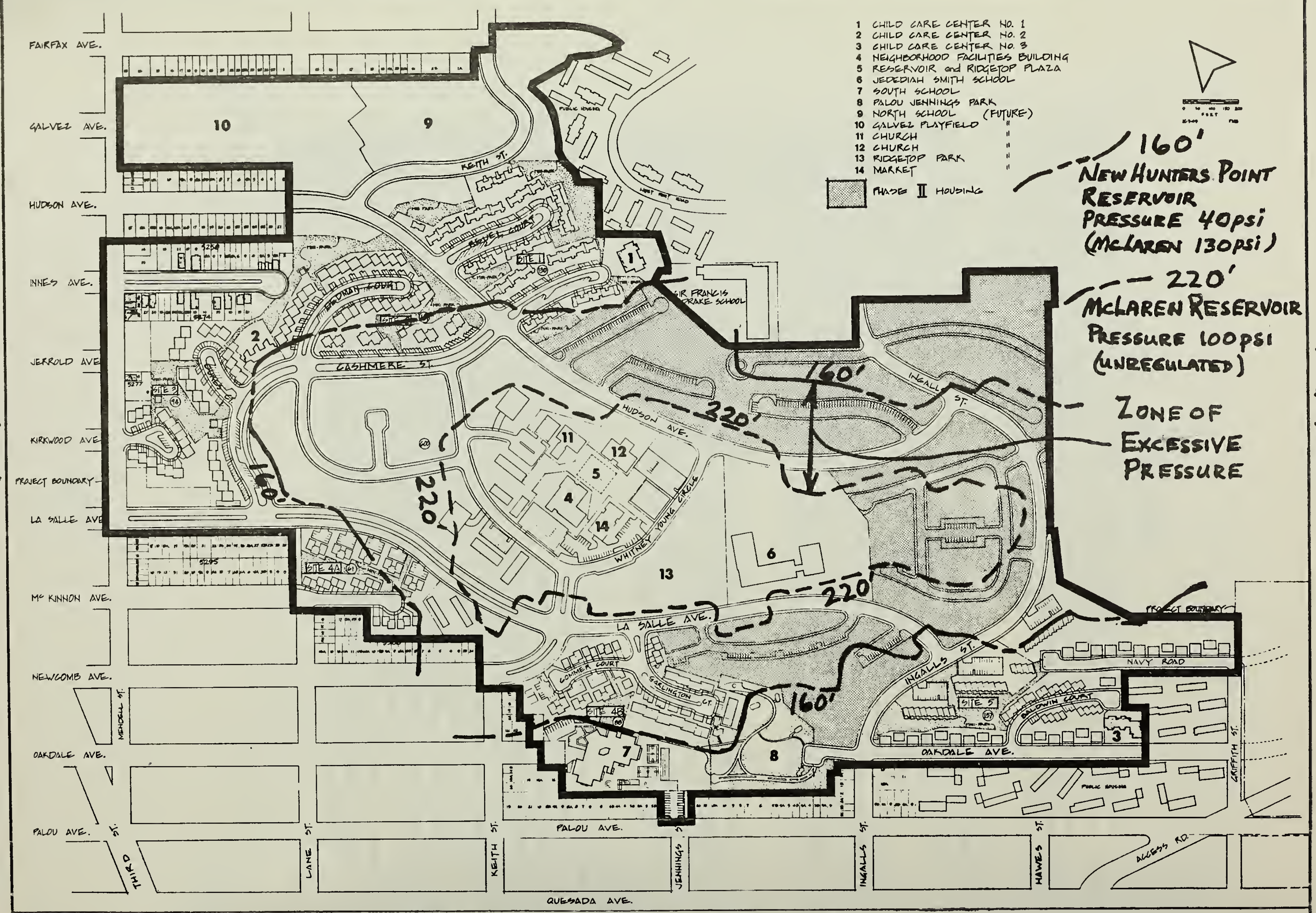
Phases II and III of the New Hunters Point Community are expected to have an estimated population of 1620 and 1500 respectively or a total of 3120 persons at full occupancy. Based on an average daily water use reported for this area of San Francisco of approximately 100 gallons per capita per day the water consumption from Phases II and III is estimated to be 0.31 million gallons per day (MGD).

Including the estimated population of Phase I of 1755 persons, the total population of Phases I, II and III is 4875 persons. According to data from the Redevelopment Agency, there was an estimated population of about 5000 people occupying the total Redevelopment area before the construction of Phase I. Thus, upon completion of all three Phases of the Hunters Point Redevelopment Area the population will be approximately the same as before the construction of the new housing or perhaps slightly less. The total estimated water consumption at full occupancy therefore is not expected to be significantly different than what it was prior to redevelopment.

Water service to the Hunters Point Redevelopment Area will continue to be provided by the San Francisco Water Department (SFWD) through their City Distribution Division from the McLaren Reservoir which has a total capacity of eight million gallons (MG). This reservoir is located near McLaren Park two miles west of Hunters Point at an elevation of 450 feet.

The project area was previously served from the McLaren Reservoir system to two storage tanks on the project site. The 0.22 MG wooden storage tank has been removed. The 0.5 MG steel storage tank and booster pumps are scheduled for removal during 1976. These facilities also supplied the existing San Francisco Public Housing Authority apartment dwellings and the public school facilities. As a private water system originally built by the Navy for water supply to World War II housing, the system was 35 years old and in need of maintenance and upgrading to meet adequate pressure and quantity demands for both domestic and fire fighting requirements. The 0.5 MG steel storage tank and booster pumps will continue to provide water service to existing housing in Phase III until residents are relocated and buildings are torn down. This system uses electrically powered pump stations for volume and and hydro-pneumatic tanks for pressure.

FIGURE 1



THE NEW HUNTERS POINT COMMUNITY

JAN. 1974

S N FRANCISCO REDEVELOPMENT AGENCY 939 ELL STREET SAN FRANCISCO CALIFORNIA 94109

New Water Supply Facilities

A new underground reservoir was completed by the SFWD in March 1973 in the Neighborhood Facilities area of the Hunters Point Redevelopment Project located between the Phase II and III residential areas. Capacity of the new Hunters Point Reservoir is 1.1 MG. It is designed to provide service to housing in the Hunters Point Community located below an elevation of 160 feet. The McLaren Reservoir will provide water service to those housing units located above an elevation of 160 feet.

Pressure reducing valves will be provided at each service from high pressure mains from McLaren Reservoir to serve housing located between elevations 160 to 220 feet. Above 220 feet to the top of the project, at elevation 255 feet, water service from McLaren Reservoir will not require pressure regulation and will even be adequate for multistory development. (Portions of Phases II and III are located in all three pressure zones as shown on figure 1.)

Service from the McLaren Reservoir is now provided by a new 24-inch ductile iron main to the project site - reduced to 20 and 16 inch main sizes into the new Hunters Point Reservoir - from which a 16 inch main is planned to serve housing below elevation 160 feet through looped 12 inch mains. Looped 12 inch mains from the 24 inch main from McLaren are planned to serve housing above elevation 160 feet.

The water distribution system, including the new 24 inch main from McLaren Reservoir, the 1.1 MG underground Hunters Point Reservoir and mains and laterals to serve Hunters Point Redevelopment Project have been designed to meet the requirements for fire flow needs of the San Francisco Fire Department. These requirements have been established for the area of critical fire flow need, which is in the eastern portion of the project at approximately elevation plus 240 feet. The reservoir, 24 inch main and looped system will satisfy the requirement of 3000 to 5000 gallons per minute for a 10 hour duration at the area of critical fire flow need. Determination of the volume pressure and flow the entire system is based on this area, irrespective of the demand elsewhere in the system.

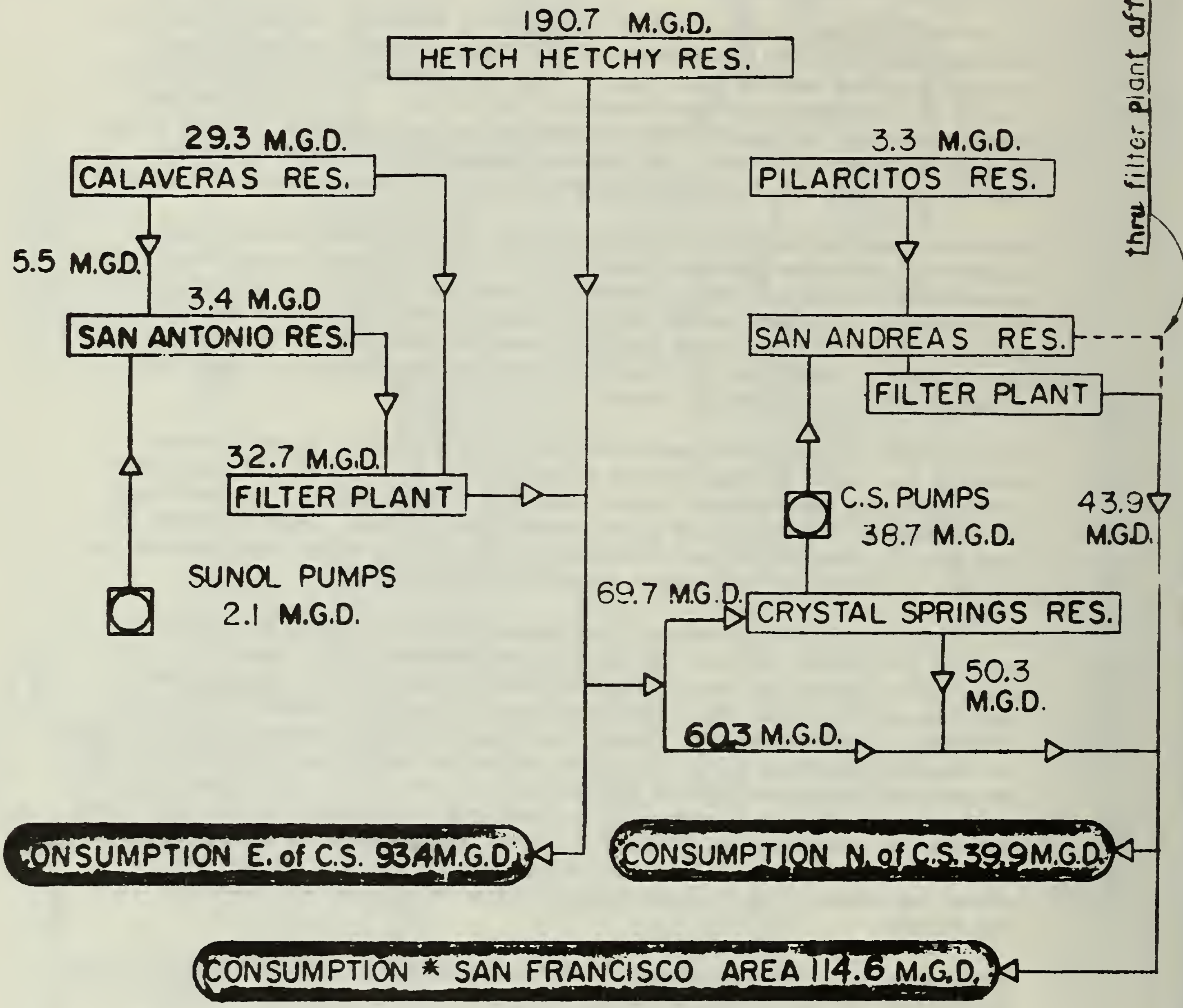
Compliance with this requirement will consequently provide adequate fire protection for any location in the system. If it were not for this requirement, which is standard throughout the City and County of San Francisco where similar conditions exist, the system could be considered to be of excess size and capacity.

The design of the new Hunters Point System has been based on the Preliminary Master Plan, New Hunters Point Community, dated January 31, 1968.

FIGURE 2

TRANSMISSION

1972-73 AVERAGES



* Includes 47 sq. mi. San Mateo County

TOTAL SUBURBAN	133.3	M.G.D.
SAN FRANCISCO	114.6	M.G.D.
SYSTEM TOTAL	247.9	M.G.D.

Water Service Facilities

A number of existing water mains in the development have to be abandoned and removed from the old water storage tanks. Other mains have to be relocated where street alignments have been changed. Many existing water mains will have to be replaced with new mains to meet requirements of the San Francisco Fire Department establishing flows for a primary fire of 5000 gallons per minute (gpm) and a simultaneous secondary fire of 2500 gpm.

Murray-McCormick Engineers have recommended design solutions to provide adequate domestic and fire fighting water supply to all areas in the project. Final design and construction of the water system will have to meet requirements of the San Francisco Water Department and Fire Department for water service which must be adequate for both domestic and fire fighting purposes to supply the Hunters Point Redevelopment Project and the existing housing facilities of the San Francisco Housing authority (SFHA) adjacent to the project.

All services are to be metered by SFWD to each dwelling unit in the project. Separate meters are to be provided for the public schools. Three master meters will monitor water use to existing housing of the SFHA.

Description of Water Supply by SF Water Department

Figure 2 indicates the total water transmission of the SFWD for 1972-73. Over 75% of the water supply as shown delivered to consumers in Alameda, Santa Clara, San Mateo and San Francisco City and County was imported from Hetch Hetchy reservoirs on the Tuolumne River in the Sierras. The balance is from Bay Area sources. The total average water consumption for the San Francisco area in 1972-73 was 114.6 MGD and for San Francisco County was 96.7 MGD.

Water supplied by SFWD receives continuous disinfection by chlorination throughout the year with no water exposed to contamination from the point of final chlorination to the consumer's services. The McLaren Pump chlorinates water supplied from McLaren Reservoir to the Hunters Point Reservoir. All new distribution mains in the City are required to be disinfected before they are placed in service.

Quality of the Water Supply.

Chemical and bacteriological quality of the water supplied by the SFWD from the McLaren Reservoir meets California State Department of Health and United States Public Health Service Drinking Water Standards. The SFWD provides water supply under permit from the California State Department of Health who routinely monitors the quality of water service. The SFWD operates under jurisdiction of the California State Public Utility Commissioner who assures the continuity of service at reasonable rates required by HUD for acceptable water service.

Anticipated Impacts

The existing above-ground, water storage tank and pumping station will continue to exert an adverse visual impact on the surrounding area until it is removed from its location in the Neighborhood Facility mear the Phase III area. Removal is now scheduled for October 1976.

The new Hunters Point water storage reservoir is located underground in the Neighborhood Facility area and will have no adverse visual impact on the project. A park plaza has been landscaped over the reservoir area.

The water demand of the residents of the entire Redevelopment Area, including Phases II and III is expected to be approximately the same as prior to redevelopment since the total population is expected to be nearly the same. No significant adverse impact on the San Francisco Water Department water supply from McLaren Reservoir is expected. The average daily water demand from Phases II and III is estimated to be 0.31 MGD or 3.9% of the 8 MG capacity of the McLaren Reservoir and 0.3% of the 96.7 MGD average daily consumption for San Francisco County served by SFWD.

The new water system to be installed in the Hunters Point Redevelopment Project is expected to have a significant long term positive impact on water service in the entire service area with (a) replacement of the old mains in some areas; (b) elimination of maintenance of the booster pumping system serving housing at higher elevations in the area and replacement with direct service from McLaren Reservoir to those higher areas, and (c) an increase in available water storage from 0.22 MG and 0.5 MG in the old tanks to 1.1 MG in the new tank for services below elevation 160 feet and an increase to 8 MG in the McLaren Reservoir available to the 1.1 MG Reservoir and the services above elevation 160 feet. Adequately designed new mains can be expected to assure that sufficient water will be available to meet fire fighting demands in the project as well as provision of improved water service and supply to the San Francisco Public Housing Authority.

Some short-term negative impact has been experienced by existing residents in the Project areas and will be experienced during construction and installation of the new water system. Most of this construction activity is expected to be completed during 1976-77.

LIQUID WASTE (SEWERS)

The Hunters Point Redevelopment area including Phases II and III covered by this study is provided sewer service by the City and County of San Francisco which has a combined sanitary and storm sewer collection system. The existing sewer system in the Redevelopment Area includes separate sanitary and storm sewers which flow down the hill area and tie into the combined City sewer system.

The Redevelopment Area originally contained approximately 1,800 barracks-type World War II housing units located on the steep hillsides of Hunters Point. Phase I of the three-phase redevelopment effort is currently under construction and nearing completion. All of the original buildings have been demolished in the Phase II area and in the Phase III area there are thirty-two barracks-type buildings remaining which house some 200 families and individuals. These buildings and their residents will continue to require water and sewer service until all of them have been relocated. This is presently scheduled to be completed sometime in late 1977. Upon completion of all relocation activities, these remaining buildings will be demolished.

Sewage from the Redevelopment Area flows into the combined City sewer system around the perimeter of the area on Oakdale, Mendell and Evans Streets on the way to the City's Southeast Water Pollution Control Plant (SEWPCP) Sewage Treatment Plant (SSTP). Overflow weirs divert dry weather flow from the two existing outfall sewers - one on Evans Avenue and the other on Mendell Street (since closed) - to the SEWPCP Southeast Sewage Treatment Plant where it receives primary treatment.

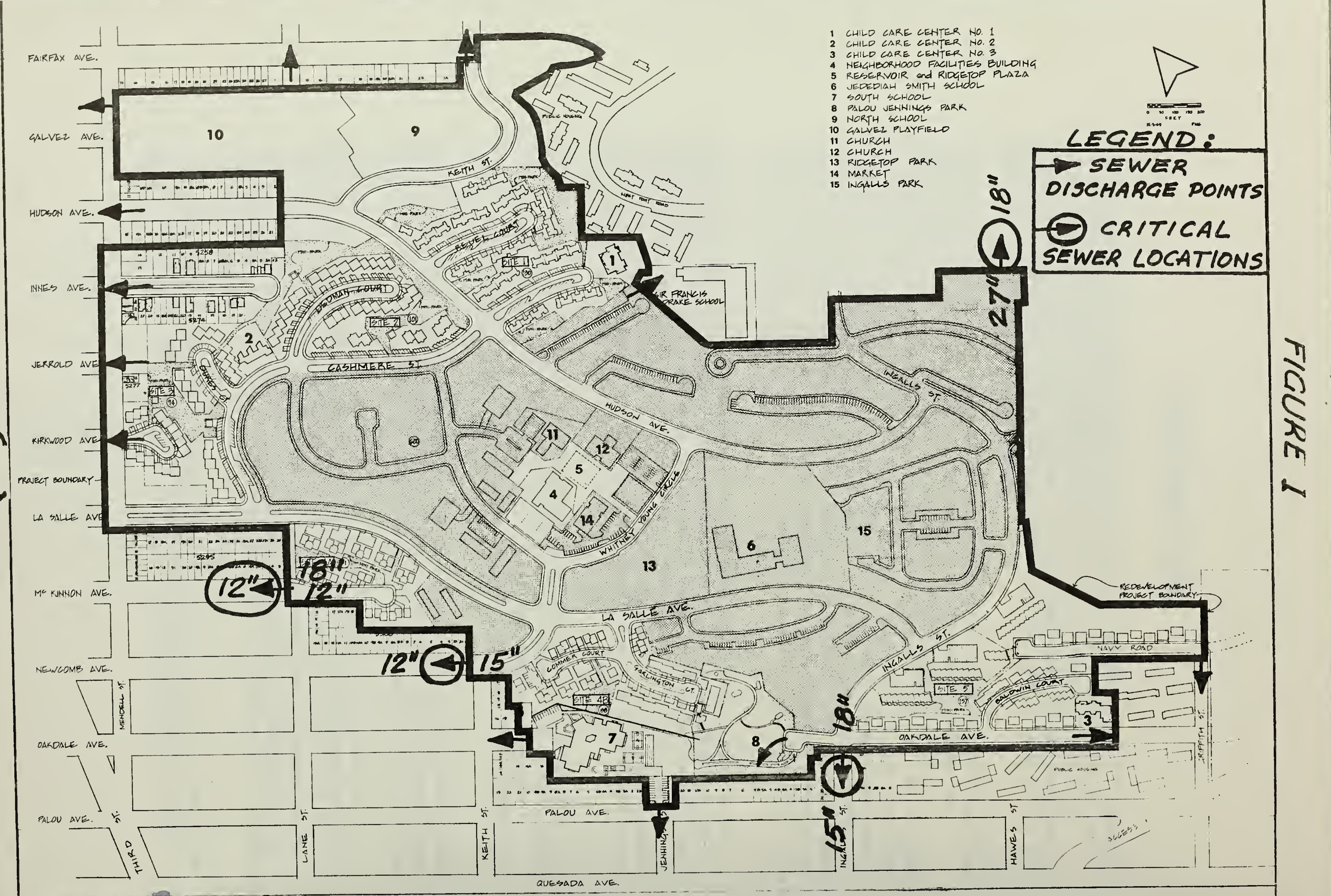
In 1968 the Evans outfall was reported to be carrying 3.3 cubic feet per second (cfs) of dry weather flow and 167 cfs of storm flow. The Mendell sewer was reported to be carrying 0.1 cfs of dry weather flow and 5.1 cfs of wet weather flow. This outfall has been closed. The SEWPCP was reported to be treating 31 cfs in 1968.*

The existing old sanitary sewer system in the Hunters point Redevelopment area will be removed at the time that Phase III buildings are demolished because of its limited capacity and because of new grading requirements.

Based upon the original population of approximately 5,000 persons for the Hunters Point Redevelopment area prior to any redevelopment activity and estimated sanitary sewage flows of 100 gallons per capita per day, the total flow for the area prior to redevelopment was estimated to be 0.5 MGD for the total project area or approximately 2.5 percent of the 20 MGD average daily volume treated at the City's Southeast Water Pollution Control Plant.

*One cfs represents 646,272 gallons per day (GPD); the 31 cfs, therefore equals 20,034,000 gpd which is rounded to 20 million gallons per day (mgd).

FIGURE I



Redevelopment Project

PHASES II & III (covered by this Statement)

THE NEW HUNTERS POINT COMMUNITY

MARCH, 1976

SAN FRANCISCO REDEVELOPMENT AGENCY 939 ELLIS STREET SAN FRANCISCO CALIFORNIA 94108

Proposed Sewage Collection System

The new sewage collection system to serve the Hunters Point Redevelopment Area will be a combined sanitary and storm sewer system with more than adequate capacity for the sanitary sewage flows. Capacity for storm water in the new sewer system now in the final design stages by Murray McCormick Engineers is discussed elsewhere in this Environmental Impact Statement under Hydrology and Flood Drainage.

Sanitary sewage from the residents of the housing units to be constructed in Phases II and III is estimated to average 0.31 mgd based on a total of 1,200 dwelling units planned with a total population of some 3120 persons generating 100 gallons per capita per day (gpcd). The sanitary sewage will be collected in the combined sewer system and discharged with the storm water at the various points shown on Figure 1, opposite, into the City Sewer system.

The new combined sewer system has been designed in cooperation with the San Francisco Department of Public Works and has been approved by that department. Final design has been completed for all of the combined sewer collection system except for the southeastern area from Ingalls Street to the 18-inch sewer on Innes Avenue.

In three outfall points from the Hunters Point Redevelopment Area the new combined sewer collection system is planned to connect into existing city collector sewers from the project. These locations and sewer sizes are shown on Figure 1 and indicate the need for the City to (a) study the potential for back-up and overflow of these City collector sewers with possible adverse effect to existing sewer connections during periods of heavy storm flows at locations downstream from these indicated connections; (b) determine the need to enlarge the City collector sewers below these connection points; (c) provide additional capacity in these City collector sewers where the need is indicated.

The new combined sewer collection system has already been constructed to serve Phase I housing in the Redevelopment Area as well as the new Hunters Point Neighborhood Facilities buildings.

In July 1968 the California State Water Resources Control Board approved the proposed design concept by the City for the Hunters Point Redevelopment Area combined sewer facilities. This approval recognized that the wastes generated within the redevelopment area and sewered by the City of San Francisco system would not add significantly to the pollutional load on the receiving waters of San Francisco Bay. Since the total future population and the proposed land uses are expected to remain essentially unchanged in the Redevelopment area, no increase in sanitary sewage flows are expected from the project. The 0.31 mgd sanitary sewage flows from Phases II and III amount to 1.6 percent of the average dry weather treatment flows through the Southeast Water Pollution Control Plant and will reduce to 0.4 percent of the planned expanded plant capacity.

Summary of San Francisco Sewage Treatment Facilities *

The City and County of San Francisco has formulated a program to correct deficiencies in its sewage collection and treatment system. These deficiencies, which result in contamination of the City's beaches and pollution of receiving water near the system's many points of discharge, have received the attention of the Regional Water Control Board; and as a result, several orders to Cease and Desist these polluting activities have been issued.

In response to these orders, the City has prepared the San Francisco Wastewater Management Master Plan (SFWWMMP). The Master Plan includes a series of timed construction projects which will incrementally provide improved treatment and expanded capacity for the City's waste water flows.

The Southeast Water Pollution Control Plant

This plant, which went into operation in 1951, is perhaps best considered as two separate plants constructed side by side. The first section of the plant provides chemical primary treatment for the sewage flows from the Southeast drainage area. The second section of the plant consists of the sludge digestion and processing facilities which treats the sludge from both the North Point and Southeast Plants. The two sections are located side by side in the industrial area south of Islais Creek Channel, between Third Street and the Southern Pacific right-of-way.

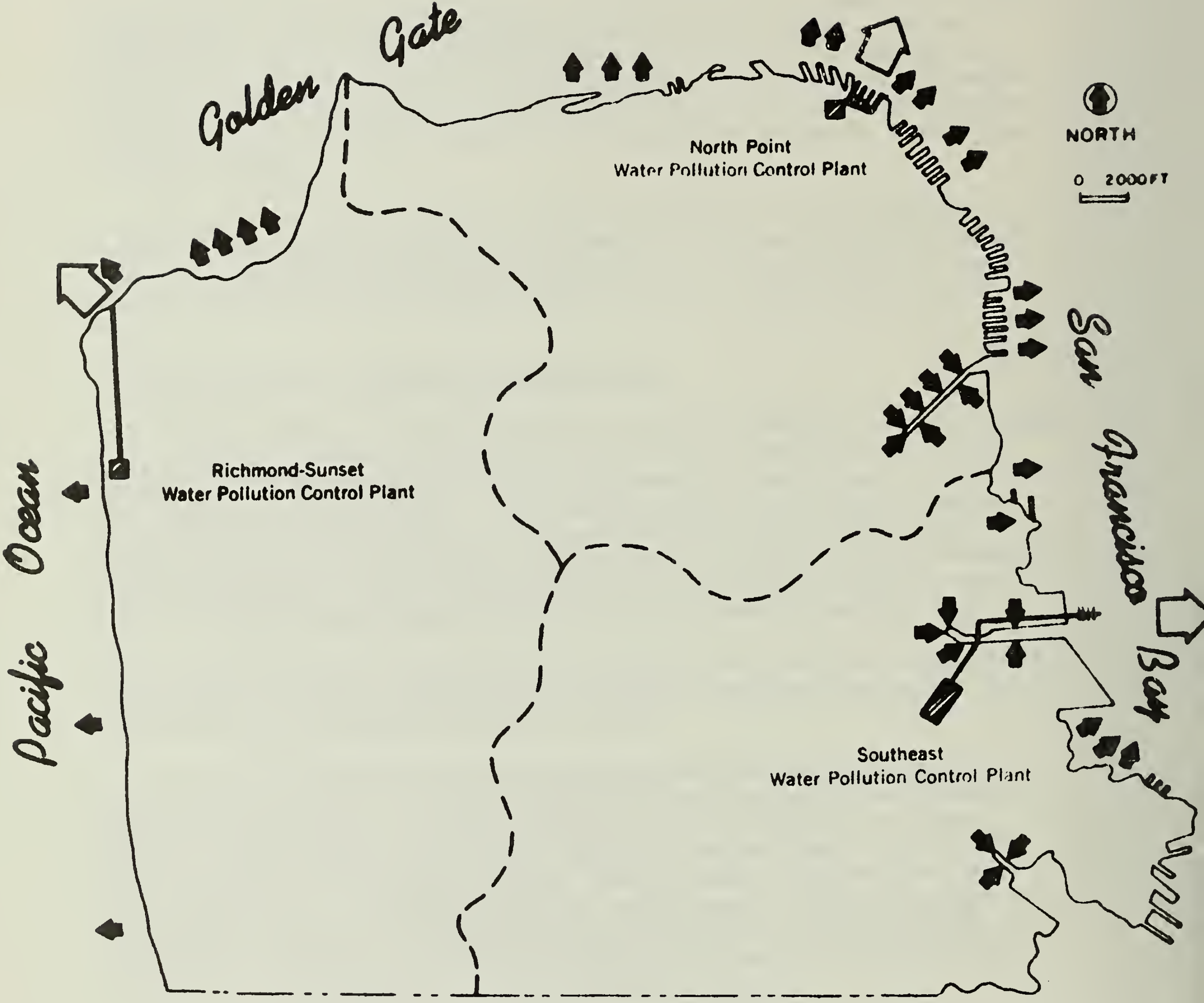
The primary treatment facilities at the Southeast Plant are designed for a peak flow of 70 MGD, about twice the present maximum dry-weather flow. Dry-weather flow averages 19 MGD at present.

The principal treatment units include hand-cleaned and mechanically cleaned bar screens in series, two-grit removal channels, an influent pumping station with an installed capacity of 70 MGD, and four pre-aeration sedimentation tanks with a total detention time of 4.6 hours and an over-flow rate of 630 gpd/sq. feet at average dry-weather flow and chlorination. Raw sludge from the sedimentation tanks is pumped to the adjacent sludge digesting and processing plant. During periods of dry-weather, the plant removes an average of 28 percent of the BOD and 50 percent of the suspended solids in the raw sewage.

* For a more detailed overview of the City of San Francisco Sewage Treatment Facilities, existing and as planned under the Master Plan, the reader is referred to Appendix D at the end of this report. This information was obtained from the Final Environmental Impact Report, Southeast Treatment Plant Dry Weather Expansion and Interim Point Discharge, City and County of San Francisco, April 1975 and Final Environmental Impact Report, Southwest Outfall, Implementation Programs, City and County of San Francisco, December 18, 1975.

FIGURE 2

EXISTING FACILITIES



Presently the City is divided into three drainage districts (indicated by the broken line) which follow the topographical features of the City. Each of the districts is served by a Water Pollution Control Plant which provides primary treatment with chemical addition before discharge of the effluent through an outfall (represented by the large arrows). Located around the perimeter of the City are 41 bypass locations (represented by the solid arrows) where a combination of untreated domestic wastewater and stormwater overflow into the Bay and Ocean when rainfall exceeds 0.02 inches per hour. Overflows occur approximately 80 times per year.

Raw sludge from both the Southeast plant and the North Point plant is pumped to the sludge-processing section of the Southeast plant. There the sludge passes through the sludge thickening tanks and the thickened sludge is transferred to digestion tanks. The plant contains 10 digestion tanks with an aggregate capacity of 2.4 million cubic feet, about twice the capacity that is presently needed. The digested sludge is conditioned with ferric chloride and dewatered on vacuum filters. The filter cake, along with grit and screening from primary treatment, is hauled to a sanitary landfill.

After chlorination, plant effluent flows to a pumping station on the south side of Islais Creek. From this point, the effluent may either flow by gravity or be pumped to a sub-marine outfall which extends about 800 feet offshore of the Army Street terminal. A 300-foot long diffuser section, located about 40 feet below mean lower low water, provides a minimum initial dilution of about 50 to 1.

Bypass Facilities

At present, sewage flows induced by rainfalls exceeding 0.02 inches per hour are bypassed directly to the Bay and Ocean through 42 outfalls located around the periphery of the City (See Figure 2, opposite). (Note - The Mendell outfall has been closed.)

Southeast Outfall

The Southeast dry weather effluent flow averages 20 MGD. It is chlorinated at the plant prior to discharge. From the pumping station, the effluent may either flow by gravity or be pumped to a sub-marine outfall, depending on tidal conditions, which extends about 800 feet offshore of Pier 80, the Army Street terminal.

A 300-foot long diffuser section located at a depth of 40 feet below mean lower low water is designed to provide a minimum initial dilution of about 50 to 1, and a minimum dilution of 200 to 1 at any point more than 200 feet from the diffuser. The effluent generally surfaces and discolors the receiving water. Floating material from the discharge is sometimes observed on the water.

As might be expected, tidal ebb and flow is the most important factor in the movement of water in the vicinity of the Southeast outfall. The concentration of dissolved oxygen in this part of the Bay runs well over 6 mg/l.

The existing outfall diffuser has 18 pairs of ports spaced at 16-foot intervals. The ports average about 5.1 inches in diameter. A field test has indicated that the minimum dilution is in excess of 100 to 1 at all times except during the slack water period (approximately 7% of the time) when a minimum dilution of 53 to 1 was measured. Under the maximum current condition, during flood tide, the minimum measured dilution was 140 to 1 and, after about one mile of travel from the outfall, the minimum dilution was 1,000 to 1.

Along the eastern intertidal areas of the City, as typified by the Army Street terminal, pier construction has limited the availability of marine habitats for wildlife. Attached organisms on pilings and rocky breakwaters constitute the major biota in these areas.

Plans for Expansion of the Southeast Water Pollution Control Plant

The expanded plant is proposed for construction upon a strip of land approximately 50 acres in size, located in the City's southeastern section, southwesterly of Evans Avenue. The proposed site includes 15 acres of land presently occupied by the City's Southeast Water Pollution Control Plant and 18 acres currently dedicated to street use and is bounded by Phelps Street on the east, Islais Creek on the north, the Southern Pacific right-of-way on the west, tapering toward Oakdale Avenue on the south.

Project Description

The expanded plant will consist of three major components which, when completed, will provide secondary treatment and interim Bay disposal of the combined North Point and Southeast dry-weather sewage flows. The construction program will include:

- The expansion of existing primary treatment and sludge handling facilities.
- The construction of a biological secondary treatment facility.
- The construction of an Interim Point Discharge facility to discharge that portion of the secondarily treated effluent which exceeds the capacity of the existing outfall/diffuser system.

Existing Facility Expansion

The treatment method included in this expansion activity is a High Purity Oxygen-Activated Sludge process which will follow primary sedimentation. This process will require the expansion of the existing Southeast primary treatment facilities to accomodate the increased sewage volume of the North Point drainage district. Currently the Southeast primary facilities treat an average daily dry-weather flow of 22 MGD. The addition of North Point flows to the plant's total tributary area will demand facilities capable of processing average flows equal to 87 MGD and dry-weather peaks of 150 MGD. As a consequence, a four-fold expansion of existing primary treatment facilities will result.

At present, the sludge handling facilities located at the Southeast Treatment Plant process sludges from the North Point Treatment Plant as well as those produced by the Southeast primary operation. North Point sludges are transported through a 10" diameter force main from the North Point Plant directly to the Southeast sludge-thickening facilities where thye are combined and pumped to one of ten digesters. Following anaerobic digestion, the sludge is partially dewatered by vacuum filtration. The resulting filter cake is then transported under private contract to a landfill disposal site in Mountain View located in Santa Clara County.

Expansion of the sludge-handling facilities will be necessary to accommodate the increased solids produced by secondary treatment. Preliminary estimates indicate that existing digester capacity will be sufficient, however, other sludge handling facilities, such as thickeners, will be required to accomodate the biological sludge produced by the secondary facilities.

Interim Bay Outfall

A companion SFWWMMP project scheduled for completion at a later date will transport the treated effluent produced by the expanded plant across the City for discharge through a deepwater ocean outfall. In the interim, however, the existing effluent discharge system must be expanded to accomodate the increased effluent resulting from the combined plant.

Currently, treated effluent from the Southeast Treatment Plant is disposed of through a submarine outfall submerged in 40 feet of water approximately 800 feet off-shore of the mouth of Islais Creek.

The peak capacity of the existing outfall is insufficient for the combined flows which are expected to average 87 MGD during dry-weather. As a consequence, an interim point discharge facility, located in the vicinity of the existing effluent pumping station on Islais Creek, is proposed to dispose of that portion of the secondarily treated effluent which exceeds the capacity of the existing outfall/diffuser system.

Potential Impacts

Prior to redevelopment and the use of combined sanitary and storm sewers on the project as planned, the storm flows entered the combined sewer collection system through storm gutter drop inlets at various locations along the perimeter of the redevelopment area. The combined sewer collection system may tend to concentrate sewer flows at the four critical points indicated in Figure 1. However, the new difference in loading on the City's combined sewage collection system is not expected to be significantly greater than existed prior to redevelopment since the land uses and expected population in the Hunters Point area will remain about the same. Thus, the impact upon the City sewer treatment facilities is not expected to be significantly greater than prior to the redevelopment of Hunters Point.

There could be a significant, long-term negative impact on the City's combined sewer collection system at the four locations indicated on Figure 1. Significance of this potential impact will be determined after the City has studied the combined sewer flows at the four locations and determined whether capacities of the existing city sewers are adequate or need to be increased. If sewers are overloaded during peak storm runoffs, residents in low-lying areas in the vicinity may experience the temporary inconvenience of overflowing sewers.

Upon completion of the studies of the combined sewer flows on these four locations, any necessary steps will be taken to insure sewers are not overloaded during a heavy storm runoff.

A minor short-term negative impact on existing residents in Phase I of the Redevelopment Area may be expected during construction of the new sewer system in Phases II and III in the form of dust and temporary interruption of service when new sewers are connected.

A long-term positive impact on the entire Redevelopment Area including those portions slated for development into Phases II and III can be expected from the construction of a new combined sewer collection system which increases minimum sewer sizes, thereby reducing frequency of sewer blockages and permits eaiser cleaning by the City Sewer Department using modern innovative sewer cleaning equipment and techniques.

HOUSING IMPACTION

The subject project, also referred to as Phases II and III of the Hunters Point Urban renewal area, is located in the southwestern section of the City known as the Bayview/Hunters Point neighborhood. The neighborhood is composed of predominantly low and moderate-income residential dwellings with a high concentration of minorities. As of the 1970 census the Bayview Hunters Point area was 86.5% black with some 67% of the families being in the low and moderate income category. This compares with a City-wide percentage of 13.7% black. The project area is flanked on the south and northwest by approximately 650 units of housing subsidized under the Section 236 program and on the south and northeast by approximately 1000 units of low-rent public housing.

At the time the urban renewal plan was developed in 1969, the Phase II and II area contained approximately 1200 units of substandard wartime barracks occupied by low income tenants. As of this date, the tenants in Phase II have been relocated, either into the 236 projects referred to above or in units outside the project area. As the barracks were vacated they have been demolished. Phase III still contains approximately 200 occupied units. These 200 families are scheduled to be relocated into either a portion of the 292 units in the Section 236 projects currently under construction to the south of the project or the new Section 8 units contemplated in the subject project. The remaining barracks will then be demolished.

In addition to the urban renewal activity underway, the San Francisco Housing Authority plans a major modernization of the low rent public housing units in the Hunters Point area with funds provided by the Department of HUD. As part of the modernization program approximately 190 units of the most severely dilapidated units will be demolished. This will reduce the number of low-rent public housing units in the immediate environs of the project area to approximately 800.

Thus the Hunters Point area contained approximately 2200 units of low income housing at the initiation of urban renewal activities in 1969. At the present time the Hunters Point area contains approximately 1000 units of low-rent public housing, 200 units of low income housing still located in the Phase III area, and 650 units of new low to moderate income housing in the Section 236 projects, for a total of approximately 1850 units of subsidized housing. Upon completion of the 600 units of Section 8 planned for Phase II and the removal of the 200 units of barracks in Phase III plus the demolition of 190 units of low rent public housing the Hunters Point area would contain approximately 2050 subsidized housing units. This will represent a net increase of 200 units of subsidized housing from the present number. Within the project area, i.e., Phase II and III, the composition of the housing would change from 1200 units of substandard low income housing to 600 units of new low to moderate income housing subsidized under Section 8 and 600 units of unsubsidized housing.

Consequently, while the project area and its immediate environs will continue to contain a high proportion of subsidized housing, the character of that housing will change significantly. Prior to the initiation of urban renewal activities the area consisted exclusively of low income housing which presented no opportunity or potential for economic or racial integration. Since the eligibility requirements for the Section 236 and the Section 8 programs are designed to attract moderate income as well as low income families, the potential for economic integration will exist. To what extent and how rapidly economic integration takes place depends on the physical improvement of the area and the development of employment opportunities in the adjacent areas.

Physical improvements completed to this point consist of construction of new housing to the south and northwest of the project area and construction of supporting public facilities. These facilities consist of a new school, new parks, three new child-care centers, a multi-purpose neighborhood facility, new streets and utilities, and landscaping. In the near future, the public housing adjacent to the project will be rehabilitated. Increased employment opportunities in the area are dependent upon the development of the India Basin Industrial Park to the northeast of the project area and the reopening of the Hunters Point Shipyard to the southeast. The construction of streets and utilities are currently underway in the southeast portion of the industrial park. The San Francisco Redevelopment Agency has begun marketing land within the industrial park. However, given the need to complete the streets and utilities and for firms moving into the industrial park to build their facilities, it will be at least two years before the development of any signficant employment opportunities in the industrial park. The City has conducted a major study of the potential uses for the shipyard and is actively attempting to find a way to reopen it. However there are no immediate prospects for the re-opening of this facility.

The major concern in approving the subsidized housing portion of this project is the further impaction such housing will cause in an area which currently contains large numbers of subsidized housing and is an area of minority concentration. Disapproval of the subsidized portion might be appropriate in the absence of community support for the project. In this case, however, the community strongly supports the planned project. The community provided input to the urban renewal plan and supports the implementation of the plan, including the provision of subsidized housing. A primary concern of the community is that residents have the option of remaining in the area. Since in most cases this will require at least some subsidy, the provision of subsidized housing is the community's number one priority. Therefore, the need for additional subsidized housing in San Francisco and the community's strong support for subsidized housing in this area as well as the potential for economic integration discussed earlier, mitigate the problem of impaction in this case.

Consequently in the short term, proceeding with the project will have the positive impact of providing replacement housing for the residents in the Phase III barracks and alleviation of a blighting influence when the barracks are demolished. Completion of the first stage of Phase II containing 145 units of new housing in the southeastern portion of the project area will positively impact the physical environment and enhance the marketability of the adjacent Section 236 projects. Short term negative impacts include the maintenance of the area as one characterized by subsidized housing and one of minority concentration. However, the Hunters Point neighborhood is not the only area of the City with available housing choices for low income and minority persons. Several hundred of the previous residents have chosen to relocate outside the project area and the initiation of the Section 8 existing housing program in San Francisco will further expand housing choices for low income and minority persons. Currently there are approximately 15,000 units of subsidized housing throughout the City.

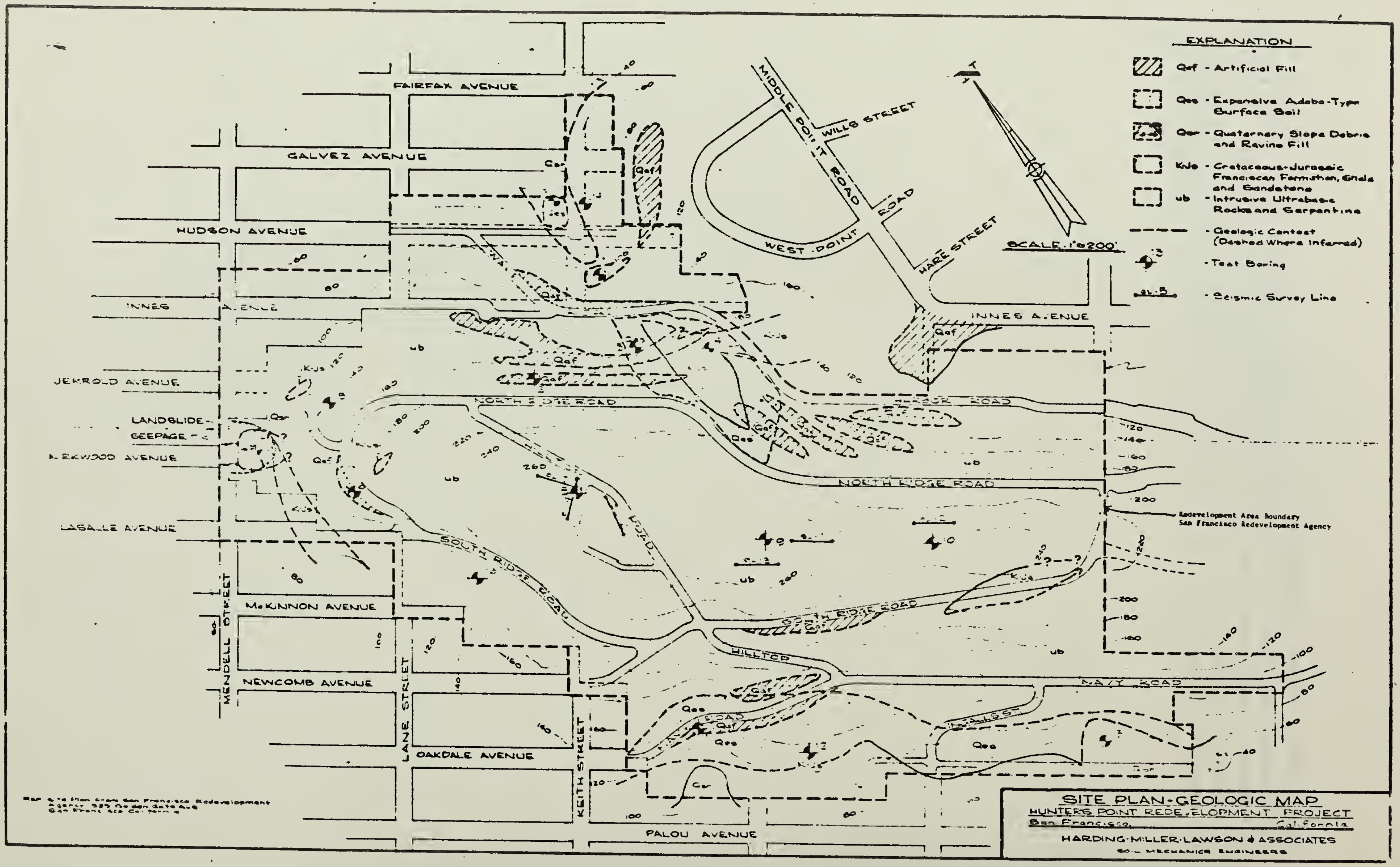
In the long run, the elimination of blight, the physical improvements, the construction of standard housing, and the provision of supporting public facilities will have a beneficial impact on the physical, social, and aesthetic environment of the area. The improved physical environment and new housing plus the employment opportunities created by development of the India Basin Industrial Park and the possible re-openning of the Hunters Point Shipyard will make the area more attractive to a broader range of income groups and create the potential for economic integration. Combined with the rehabilitation of the adjacent public housing units, the proposed housing will not only benefit the environment, but the environment itself - physical, social and economic - will benefit the housing and its residents. In addition the proposed 600 units of unsubsidized housing in Phase III will further economic integration.

While not constructing 600 units of subsidized housing in Phase II would have the impact of reducing the number of minorities and low income persons, the alternative of no project would have the effect of maintaining the current blighting influences and detrimentally affecting the newly constructed housing and the rehabilitated public housing. It would reverse the progress made during the last six years in expanding housing choices within the neighborhood and upgrading the physical, social and aesthetic environment. It would also preclude the families and individuals residing in the Phase III barracks and those former residents desirous of returning to the area from doing so.

The alternative of different land uses such as Open space or industrial/ commerical uses is not feasible. The hilly topography of the area prohibits industrial use. Open space is not feasible because the remaining barracks would have to be demolished and the area landscaped to remove the blighting influences and make the area useable as Open space. Given its current financial situation, the City is unlikely to add such a large expense of Open space to its inventory and properly maintain it.

The alternative of no additional subsidized housing would in the short term maintain the present conditions, and in the long term reduce the housing choices in the area, especially for moderate income persons and reduce or eliminate the potenial for economic intergration, because it is unlikely that unsubsidized housing will be built until the area is further upgraded.

FIGURE I


EXPLANATION
Qaf - Artificial Fill
Qes - Expansive Adobe-Type Surface Soil
Qsr - Quaternary Slope Debris and Ravine Fill
KJfs - Cretaceous-Jurassic Franciscan Formation, Shale and Sandstone
ub - Intrusive Ultrabasic Rocks and Serpentine
- Geologic Contact (Dashed Where Inferred)
- Test Boring
- Seismic Survey Line
SCALE 1"=200'
Redevelopment Area Boundary San Francisco Redevelopment Agency
FAIRFAX AVENUE
GALVEZ AVENUE
HUDSON AVENUE
INNES AVENUE
JERROLD AVENUE
LANDSLIDE
SEEPAGE
KIRKWOOD AVENUE
LASALLE AVENUE
MCKINNON AVENUE
NEWCOMB AVENUE
OAKDALE AVENUE
PALOU AVENUE
MENDELL STREET
LANE STREET
KEITH STREET
MIDDLE POINT ROAD
WILLS STREET
WEST POINT ROAD
HARE STREET
NORTH RIDGE ROAD
SOUTH RIDGE ROAD
HILLTOP
NAVY ROAD
ROAD
SITE PLAN-GEOLOGIC MAP
HUNTERS POINT REDEVELOPMENT PROJECT
San Francisco, California
HARDING-MILLER-LAWSON & ASSOCIATES
SOIL MECHANICS ENGINEERS

SOILS

The subsurface conditions at the Hunters Point Redevelopment site including Phases II and III were explored by the Soils Engineer by drilling 16 test borings from 8 to 48 feet in depth. The boring locations and seismic survey locations are shown on Figure 1, opposite.

The soils mapping by the various Soils Engineers disclosed that the rock formations underlying the site consist primarily of serpentine and ultra-basic intrusive rocks of the Franciscan formation, with some sedimentary sandstone and shale in scattering areas. The serpentine intruded the sedimentary and older ultra-basic rocks. All of the bedrocks have been intensely fractured and sheared; they are decomposed by weathering which decreases with depth.

Recent alluvium blankets the bedrocks in the ravine areas. This alluvium includes silty and clayey materials eroded from higher slopes and some windblown sand. These soils are moderately to highly expansive, and the major areas of expansive, adobe-type soils are shown on Figure 1. Where penetrated by borings, the surface soils ranged in thickness from one to four feet. Design for these conditions should meet "Expansive Soils Standards, HUD Region IX, dated September 1, 1975.

There are numerous small existing fills throughout the site which were placed during previous benching of the slopes. The major fill areas are outlined roughly on Figure 1. There are numerous other smaller fills not shown, but they are generally located on the downslope sides of the existing buildings and roadways. The existing fill materials appear to be native to the site as reported by the Soils Engineer, and, where penetrated by borings, range in depths from two to seven feet. Where the existing fills are found to lie within the new buikding or fill areas, they should be excavated and replaced by properly compacted fill well keyed into firm soils or rock. The existing fill, natural soils, and bedrocks obtained from on-site excavations should be suitable, after proper moisture conditioning, for re-use in compacted fills. Grading should conform to HUD Handbook 4240.3, Chapter 1.

Ground water was only noted in the landslide zone, and some small seepage zones were encountered near the bottoms of the deeper borings on the hilltop. Therefore, it is believed that ground water will not be a significant problem.

Cut slopes in competent serpentine bedrock can be made as steep as 1 horizontal to 1 vertical; however, in the upper weathered zone, which is roughly one to five feet thick, the cut slopes should be rounded back to a slope of about 2 horizontal to 1 vertical to minmize sloughing and erosion of these weaker materials. Cut slopes in the Franciscan sandstone and shale and in the recent alluvium should be no steeper than 1 1/2 horizontal to 1 vertical and similarly rounded back in the upper weaker zone to a slope of about 2 horizontal to 1 vertical. Where the new cut slopes intercept the existing fills, some rebuilding of the fills, or their removal, may be required for the stability of the slope. All cut slopes, however, steeper than 1 horizontal to 1 vertical, except in bedrock material, must conform to slope requirements as set forth in HUD Handbook 4140.3, Chapter 1.

Fill slopes should be no steeper than 2 horizontal to 1 vertical, and the surfaces should either be compacted by rolling, or the slopes should be overfilled and later trimmed back to a uniformly compacted surface. The fill surfaces should be shaped to prevent surface water either from ponding in the fill areas or from flowing over the slopes. Surface water flows should be intercepted by lined interceptor ditches above the top of cut slopes, and the flow should be carried by closed pipe into a permanent drainage system. Where the cut or fill slopes exceed a vertical height of 25 feet, they should include an intermediate, six-foot wide bench sloped to drain surface water away from the slopes.

ANTICIPATED IMPACTS

1. Man made slopes and cut areas in alluvium will expose and produce areas subject to erosion.

2. Soils on this site are expansive and must be specially handled, or foundation and slab problems will exist.

3. Slopes greater than 1 horizontal to 1 vertical must be analyzed for stability with the exception of those in bedrock material.

4. Dust and siltation problems will exist during construction operations due to prevailing wind conditions.

5. All exposed or created slopes will be planted with appropriate covering and properly maintained to offset undesirable aesthetic effects.

6. As large retaining walls are anticipated, these will be properly designed and reviewed by qualified structural and soils engineers for stability and safety.

7. All existing fills must be removed and replaced under the supervision of the Soils Engineer.

GEOLOGY

The evolution of the San Francisco Bay region is characterized by a long, complex record of extensive earth movement and seismic activity. The area has been further complicated by sea level changes related to Pleistocene glaciation and erosion by running water. From a geologic point of view, the Bay Area is considered young.

Within the region are several major active faults capable of generating large magnitude earthquakes. For example, the San Andreas Fault is located seven miles west of the site and has produced an 8-plus magnitude earthquake in historic times (the 1906 earthquake). The Hayward Fault to the east of the Hunters Point area by approximately 11 miles is also active, and has originated large earthquakes and associated surface displacement (1886).

The Hunters Point ridge appears to be one of many remnant blocks of rocks in the Bay area pushed upward by compressional folding and faulting which last occurred during the late Pliocene time. Weathering of the rocks by water, air, and erosion have continually modified the hill to its present configuration. Since 1940 additional modification of the slope has been made by man.

The topography of Hunters Point is an elongate asymmetrical hill trending southeast-northwest. The slopes are generally of gentle-to-moderate rolling relief with surface drainage flowing to the north in gentle swales and to the south in well-defined ravines. Natural slope ratios range from approximately 4:1 to 2 1/2:1 (horizontal to vertical). The elevation difference between the well rounded ridge top and flat terrain surrounding the ridge is approximately 220 feet.

There does not appear to be a pronounced uniform weathered soil zone over the bedrock. However, in areas where residual soils have developed, they form a very shallow indistinct zone. The entire rock mass is differentially weathered. In general, the rock weathering extends 20 feet to 40 feet or more in depth.

ANTICIPATED IMPACTS

No adverse geologic hazards exist.

SEISMIC ACTIVITIES

There are no known active faults in the Hunters Point project area that would cause ground rupture and, except for ground shaking, there are relatively few other seismic hazards that are of concern. The site is in fairly close proximity to two major faults, the San Andreas and the Hayward. Bedrock motion from earthquakes will be severe and will not be greatly attenuated through distance. Since there is very little soil cover over the bedrock, facilities will receive virtually unmodified bedrock motion. Development should conform to our seismic standards HUD Handbook 4541.1 dated November 1, 1973. Ground failure by landsliding may occur during an earthquake where the natural slopes are steep and have marginal static stability. The risk is increased, of course, where slopes are steepened by cutting or by constructing side fill hills. It should be acknowledged that a large magnitude earthquake(s) is anticipated during the useful life of the project.

ANTICIPATED IMPACTS:

1. A major earthquake is anticipated within the life of the project.

2. Ground rupture due to surface faulting is not anticipated.

3. Liquification or densification is not a significant problem.

4. As shaking will be a major seismic problem, design of the facilities and structures will reflect this parameter.

5. All structural fills and retaining walls will reflect seismic forces.

Special Note

The various comments noted in Items 1 through 7 and 4 and 5 under Anticipated Impacts in the soils and seismic sections refer to mitigating activities which are required under the referenced HUD Handbooks. These Handbooks govern all site preparation activities in Urban Renewal Areas such as Hunters Point. Thus it is mandatory that they be carried out by the San Francisco Redevelopment Agency.

HISTORIC PRESERVATION

The Most recent publications of the National Register of Historic Places and the State Historical Resources Commission indicate that no properties or archaeological sites in the area covered by this Environmental Impact Statement are listed on or have been nominated to either the National Register or the list of California Historical Landmarks. A check with the office of the State Historic Preservation Officer confirmed this situation. In addition, no properties listed in the project area have been recognized as having unusual historic or architectural significance by the local landmarks Preservation Advisory Board. Although a survey conducted by the Landmarks Board some years ago noted one structure of architectural merit in the project area, at 907 Mendell Street, this structure no longer exists on this site.

The project area covered by this EIS originally consisted predominantly of World War II temporary barracks constructed to house shipyard workers. These structures are gradually being replaced by new low - and moderate - income units. The original buildings which remain are badly dilapidated and of no architectural of historic interest. In fact, demolition of these units has been mandated by the State Legislature.

As a point of information, there are four landmarks of significance recognized by the San Francisco Landmarks Preservation Advisory Board which are located in the Bayview district of Southeast San Francisco. The closest is Nearly three blocks from Phase II or Phase III covered by this report and two blocks away from the redevelopment area boundary.

These are:

- The San Francisco Opera House at the southeast corner of Newcomb and Mendell Streets; this building is in the process of rehabilitation through the use of HUD historic preservation funds. When the renovation is completed, it will be used for the showing of films as well as for community meeting and events.

- The Hunters Point Springs and Albion Brewery at 881 Innes Avenue.

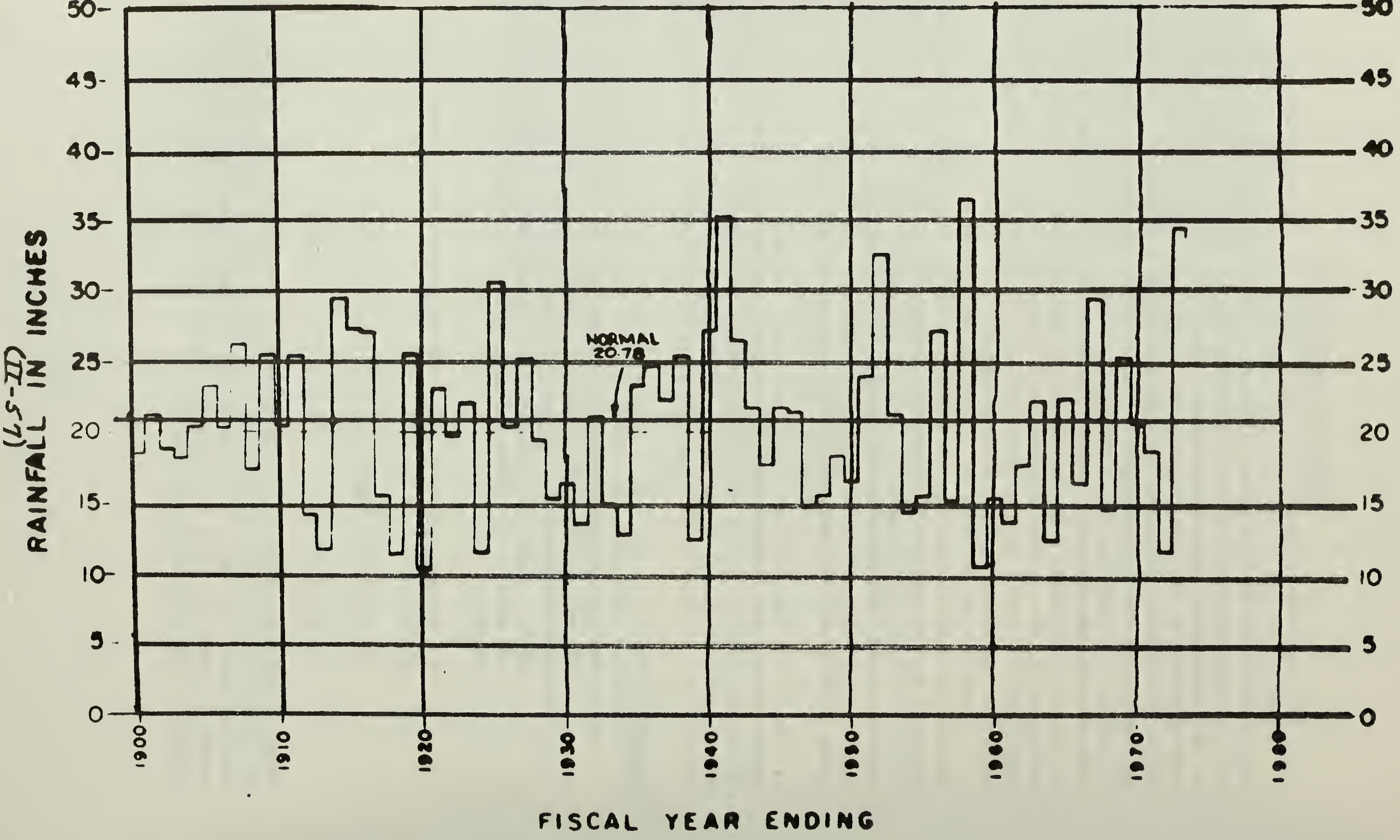
- The Sylvester House at 1556 Revere Avenue.

- The Quinn House at 1562 McKinnon Avenue.

None of these structures will be directly affected by the development of the proposed housing in Phases II and III of the Hunters Point Redevelopment Project. In fact, it is anticipated that these four landmarks will benefit indirectly from the general upgrading of the entire area as a result of the redevelopment process.

EXHIBIT 2

SEASONAL RAINFALL
FOR
SAN FRANCISCO



Report of the San Francisco Water Department Fiscal Year 1972-1973, Pg. 19

HYDROLOGY AND FLOOD DRAINAGE*

Climate:

San Francisco is an air conditioned city with cool, pleasant summers and mild winters. This climate results from its unique location as the only sea level entrance through the coastal mountains into the interior of California.

As a result of the steady sweep of air from the Pacific Ocean (at an annual mean speed of 9 miles per hour), there are few extremes of heat or cold. During 90 years of records, temperatures have risen to 90 degrees (F) or higher on an average of once a year and dropped below freezing less than once a year. The highest recorded temperature was 101 degrees and the lowest recorded was 27 degrees. The average daily temperature through the year ranges from 45 degrees in January to 69 degrees in September. As a rule, abnormally warm or cool periods last only a few days.

Climatic differences exist within the City of San Francisco, depending on the hills and the geolographical relationship to the Ocean and Bay. The most obvious difference is the greater frequency and duration of fog along the Pacific side of the City.

The normal total annual rainfall within San Francisco is approximately 20 inches (see Exhibit 2). As shown in Exhibit 1, 84% of the total annual rainfall generally occurs during the period from November to March, and 42% generally occurs during December and January.

EXHIBIT 1
ANNUAL AND MONTHLY RAINFALL VARIATION
FEDERAL BUILDING GAGE

	Amount Inches	% of Annual
January	4.57	22.5
February	3.36	16.5
March	2.80	13.8
April	1.43	7.0
May	0.59	2.9
June	0.14	0.7
July	0.02	0.1
August	0.02	0.1
September	0.24	1.2
October	0.89	4.5
November	2.24	11.0
December	4.03	10.8
Total	20.33	100.0

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*Phase II and III are located on the flants of a hill high enough to be well out of areas covered by the Flood Disaster Protection Act.

Exhibit 2 shows the seasonal rainfall for San Francisco in inches for the years 1900-1973. In this time period, the normal annual rainfall amounts to 20.78 inches.

DRAINAGE & FLOODING

The City of San Francisco has a "combined" sewer system, wherein domestic sewage and industrial wastes are conveyed in the same sewer conduits as stormwater runoff. The City's present wastewater collection and treatment system consists of approximately 1,000 miles of sewer lines (ranging in size from 8-inch diameter pipes to a multi-barrel sewer 10-feet high and 40-feet wide), three (3) primary treatment plants, and related pumping stations, diversion structures, and outfall lines.

The City's first sewers were constructed in 1850, and approximately 700 miles of sewer lines were in place by 1935. In 1935, a revised Master Plan was implemented which divided the City into three major Districts (basic drainage basins) and proposed construction of a treatment plant for each District. The Richmond-Sunset Sewage Treatment Plant was constructed in 1939 and subsequently enlarged in 1948 and 1966. The North Point and Southeast Plants were completed in 1951. Facilities adequate for conveying all the dry weather wastewaters to the three plants become available in 1966.

There are three basic deficiencies to the City's combined sewer system as it presently exists. These are:

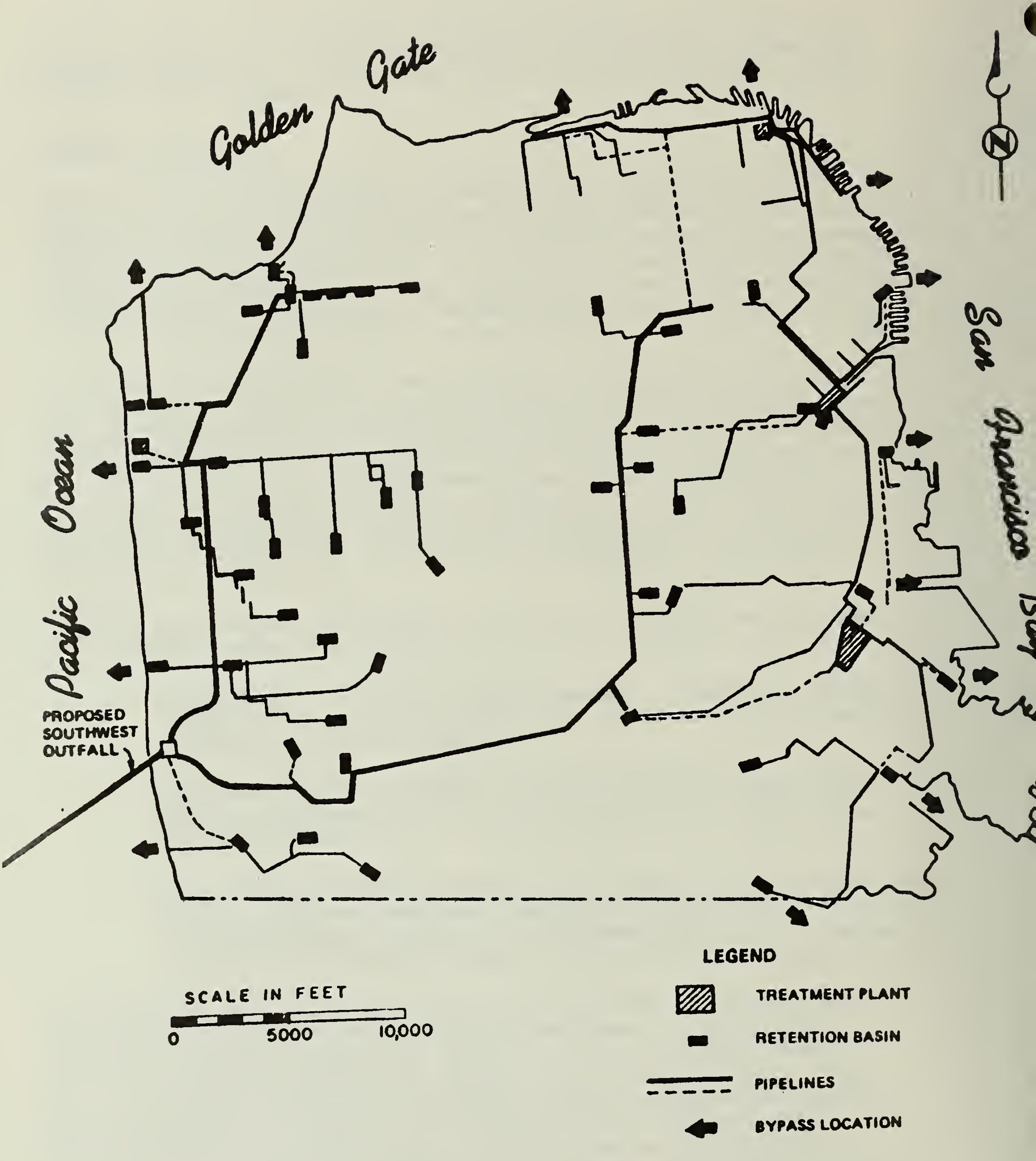
(1) Approximately 50% of all sewer lines are undersized, lacking capacity to accomodate the runoff from the design storm having a 5-year recurrence interval.

(2) Effluent from the treatment plants do not meet present water quality requirements or provisions of the 1972 Federal Water Pollution Control Act.

(3) When rainfall intensities exceed 0.02 inches per hour throughout the City, the combined plant capacity of 340 million gallons is exceeded and wastewaters are discharged directly to the Bay or Ocean at 41 separate outfalls along the City's shoreline.

The California Regional Water Quality Control Board, San Francisco Bay Region, has long been concerned with the deficiencies in the City's wastewater treatment system. In December of 1967, the RWQCB passed a resolution requiring the City to adopt a Sewerage Master Plan by June, 1971. In September of 1971, a preliminary plan for wastewater management was published, and on July 2, 1973, the Board of Supervisors adopted the concept of Stage 1 of the Master Plan as supplemented. Within that same period, the RWQCB passed a number of resolutions for dry and wet weather discharges from the City's treatment plants and wet weather discharge structures. In addition, cease and desist orders and temporary building permit bans were executed over this period.

EXHIBIT 3



Wastewater Master Plan

The Wastewater Master Plan for The City of San Francisco

The Wastewater Master Plan provides for retention and transport facilities, treatment facilities, and disposal facilities to manage wastewater generated in the sewerage service area of the City of San Francisco. Major facilities are depicted in Exhibit 3 on page (II-59). The plan provides for management of wastewater and stormwater. Retention basins and transport facilities would provide storage, eliminate local flooding, and regulate flow of storm runoff to treatment facilities. Dry weather flows[1] of wastewater would receive primary and secondary treatment[2], chlorination and dechlorination at facilities at the east side of the city near Islais Creek and at the west side near Lake Merced. Treated effluent from the east side facilities would be transported to the west side of the city through a cross-town tunnel to the proposed Southwest Outfall. Treated dry weather effluent from the east side and west side facilities would be discharged in the Pacific Ocean about four miles offshore. During storm conditions, flows exceeding the capacity of the secondary treatment facilities would be transported to wet weather treatment facilities[3] at the west side plant, where treatment would consist of chemical primary treatment[4], chlorination and dechlorination. The resulting effluent would be discharged about two miles offshore. It is estimated that the facilities of the Wastewater Master Plan will require 20 years to complete.

The first phase of the Wastewater Master Plan is shown in Exhibit 4 on page (II-60). Wastewater generated in the Richmond-Sunset drainage district during dry and wet weather would receive primary treatment and would be discharged from the proposed Southwest Outfall. Until wet weather treatment facilities are constructed near Lake Merced, untreated mixtures of storm drainage and wastewater would be discharged from the outfall to the ocean together with treated effluent during wet weather.

Untreated wastewater from the North Point service area would be pumped to the Southeast Treatment Plant. The Southeast plant would provide secondary treatment for the dry weather flows from the North Point and Southeast areas. The effluent from the Southeast plant would be discharged to the bay until construction of a cross-town transport system to the southwest part of the city is completed. Wet weather wastewater facilities would be constructed to control overflows from the north and east shore areas.

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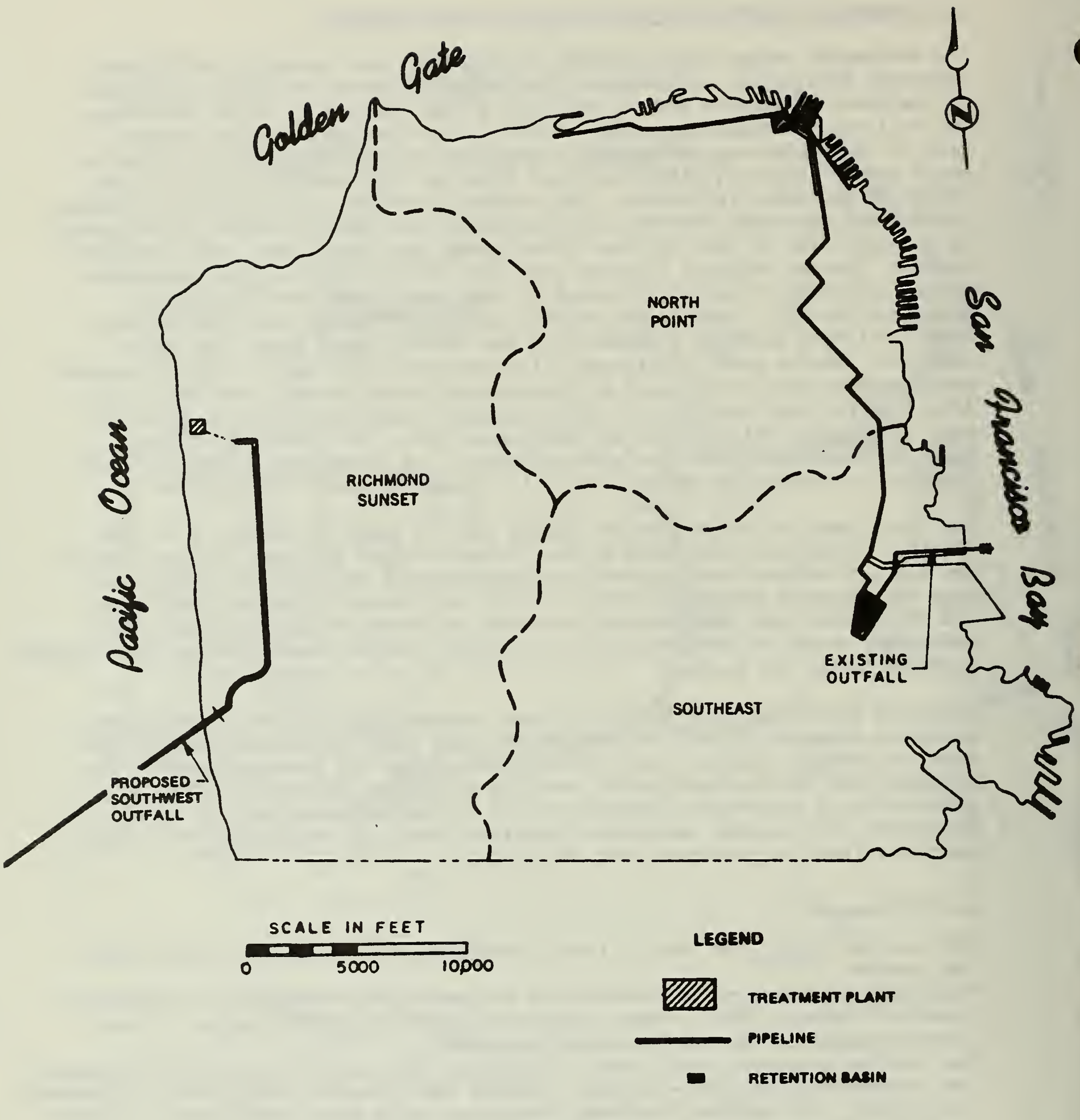
[1] Dry weather flow - The rate of flow of wastewater in a combined sewer during dry weather.

[2] Secondary treatment - The treatment of wastewater by a biological of physical-chemical process, after primary treatment, to remove organic matter. Some organic matter is removed in primary treatment.

[3] Wet weather treatment facilities - Facilities that treat a misture of wastewater and stormwater, the volume of which exceeds the capacity of dry weather treatment facilities. Dry weather treatment facilities would treat wastewater in volumes up to the greatest volume expected during dry weather.

[4] Chemical primary treatment - Treatment consisting of (1) addition of a chemical such as ferric chloride or alum to enhance settling of matter which is suspended in the wastewater and (2) removal of suspended matter by settling.

EXHIBIT 4



First Phase of Wastewater Master Plan

Project Sewerage

The collection facilities proposed under Phases II and III (as well as those already constructed for Phase I) will represent an addition to the City's combined sewer system. These facilities will replace the collection system constructed by the Navy during World War II to serve the original housing project.

Wastewater collection facilities for Phase II and III will consist of approximately 12,300 linear feet of 12-inch through 24-inch diameter pipelines, sewer laterials, street inlets, manholes, and related appurtenances. The facilities are designed to collect a total wastewater flow of about 89 cubic feet-per-second from a 62-acre drainage area, discharging this flow to various existing lines of the City's system.

Preliminary design for the overall collection system at Hunters Point was done by the civil engineering firm of Kirker-Chapman and was utilized in the construciton of the Phase I facilities. The final design of the collection facilities for Phase II and III is currently being conducted by the engineering-planning firm of Murray-McCormick. Both designs have utilized the widely accpeted "Rational Method" for determining the rates of stormwater runoff to the system. The Rational Method is expressed by the formala:

$$Q = C\ I\ A$$

Where: C is the "co-efficient of runoff"
I is the average rainfall intensity in inches per hour
A is the drainage area in acres.
Q is the rate of runoff expressed in cubic feet per second.
(which is practically equivalent to acre-inches per hour)

Design calculations are based upon criteria furnished by the City of San Francisco and all are sized to carry the gravity flow produced by a storm having a 5-year recurrence interval, assuming a free outlet condition.

Compatible with standard practices, domestic wastewater or sewage flows are neglected in the design capacity of combined sewers, since such flows are normally less than 2 percent of the computed stormwater runoff.

After determining the runoff rate to a given collection point by the "Rational Method", pipe sizes can be derived by equating the flow or discharge to "Manning's Formula" expressed as:

$$Q = A\ V = A\ X\ \frac{1.49\ r2/3s\tfrac{1}{2}}{n}$$

Where V is the velocity of open channel flow in feet per second.

A is the area (cross sectional) of flow in square feet

r is the hydraulic radius in feet (defined as the area of flow divided by the wetted perimeter)

s is the slope of the hydraulic gradient

n is the coefficient of roughness

Q is the discharge or flow in cubic feet per second.

It should be noted here that under surcharged conditions (flow under pressure), the capacity of sewer lines will exceed that for gravity (open channel conditions). On the other hand, the design capacity may be decreased by the effects of existing, undersized facilities downstream. Where runoff exceeds the capacity of the sewer lines, excess flows will normally be carried out in the streets and in general, ultimately discharge in any of three ways or combination thereof:

(1) by introduction into sewers at downstream points where additional capacity may be available.

(2) by detention in depressed areas (ponding) until sewer capacity avain becomes available.

(3) by continued conveyance in the streets to ultimate disposal points (normally receiving waters).

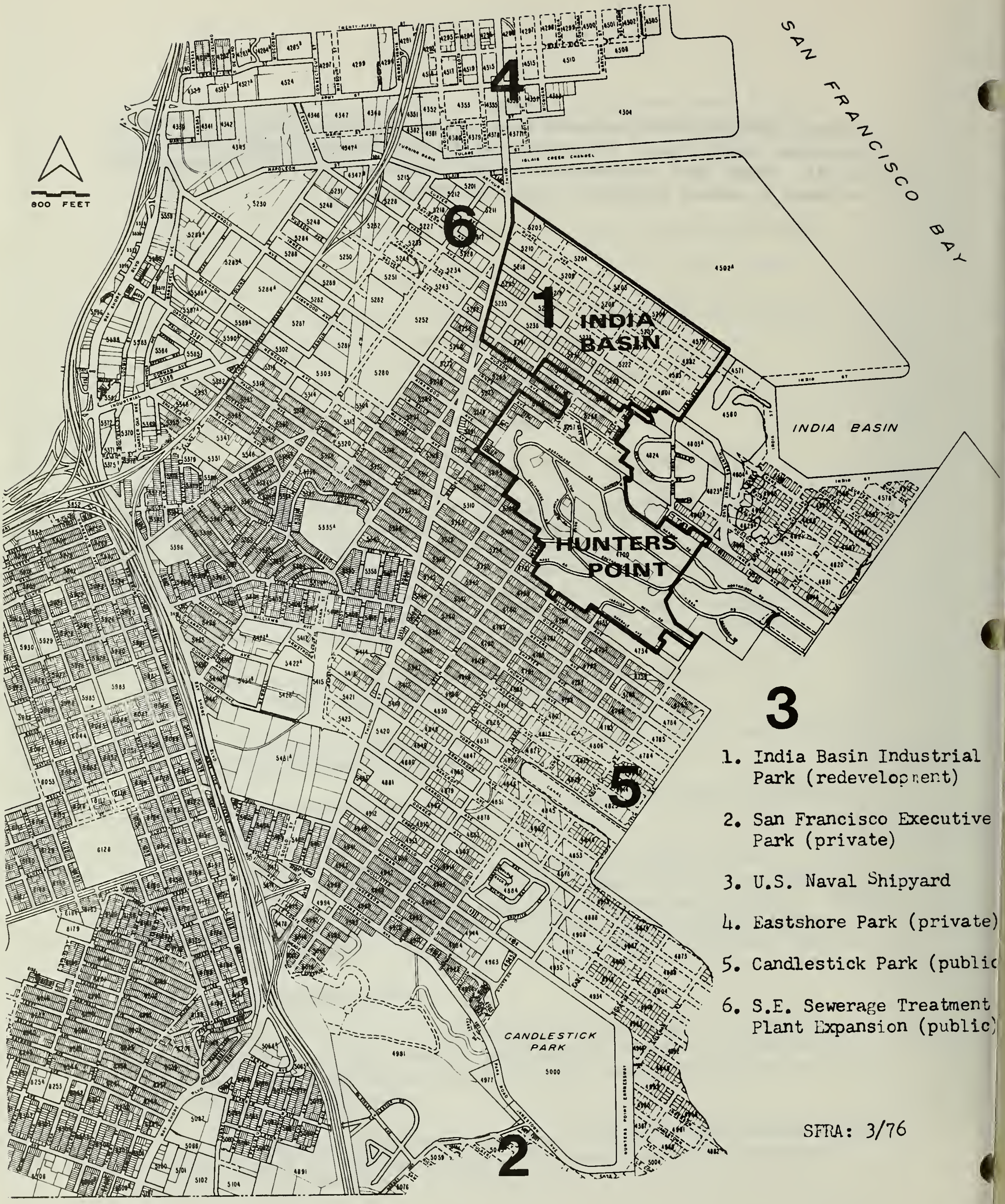
In a few cases, the sewers under this project (including Phase I) will apparently connect to existing sewers of the City that are too small to handle the design flows and lines will be surcharged and overflow. Where overflows present a serious problem or hazard, the inadequate lines are given high priority in the City's ongoing sewer replacement program.

Drainage and Flooding Impacts:

(1) The project's existing and proposed drainage system is adequate to meet our present MPS and Handbook requirements. However, flooding of streets and intersections may occur when the project facilities tie into smaller existing City lines.

(2) The co-mingled wastewaters will bring storm water and diluted sewage to streets surfaces for short periods of time. This could produce a potential health hazard.

Current studies of the combined flows being conducted by the city will determine whether sewer overloading will occur during a heavy storm runoff. Based upon the results of these studies, appropriate steps will be taken to insure overflowing will not occur.



1. India Basin Industrial Park (redevelopment)
2. San Francisco Executive Park (private)
3. U.S. Naval Shipyard
4. Eastshore Park (private)
5. Candlestick Park (public
6. S.E. Sewerage Treatment Plant Expansion (public)

SFRA: 3/76

EMPLOYMENT OPPORTUNITIES

There are several major projects which have been proposed for the Bayview-Hunters Point area which, if implemented, would have a significant economic, social and physical impact. Among these are (1) the development of the India Basin Industrial Park; (2) the construction of an Executive Park near Candlestick Park; (3) the reopening of the Hunters Point Naval Shipyard; (4) the establishment of a special development zone north of Islais Creek to be known as Eastshore Park; (5) the creation of the Candlestick Shoreline State Park; (6) and the development of the Southeast Sewage Treatment Plant. The general location of these proposed projects is indicated on the map. The successful development of any one of these proposals will have a generally beneficial and potentially profound impact on the entire Hunters Point area and will contribute to the achievement of the primary goal of bringing low and moderate income residents closer to their place of work.

India Basin Industrial Park

The India Basin (Butchertown) Industrial Park was first proposed in 1965 and approved as an urban redevelopment project by the Department of Housing and Urban Development (HUD) and by the San Francisco Board of Supervisors in 1967. It is situated on 125.5 acres west of Third Street and south on Arthur Avenue (since renamed Cargo Way). At the time of designation, the area contained 109 industrial and commercial establishments employing 1,400 people. For the most part, the area has been cleared with soil compaction (surcharging) and site preparation underway on the reclaimed land.

A principal objective of the India Basin Industrial Park Project - as defined in the redevelopment proposal accepted by HUD and the Board of Supervisors - is to provide job opportunities by attracting labor intensive industries. While no new industrial investment has occurred since approval nine years ago, it should be noted that much of this time has been spent in clearing the land of the old slaughter-houses, hide and tallow works and auto wrecking yards; preparing the land by means of soil compaction and installing the public improvements. Only now is the first major large site being made available for use.

The plan for the India Basin Industrial Park envisions a modern, well-landscaped and efficiently used area providing some 30 to 40 jobs per acre, or 2,700 to 3,600 in all. Proposals currently being received by the Redevelopment Agency for industrial investment are being screened so that those with the greatest number of potential jobs for residents of Bayview/Hunters Point area will be encouraged to locate in the industrial park.

Land use was planned for the industrial park as follows:

Streets	27.1 acres
Net land	98.4 acres
Total	125.5 acres

The redevelopment plan establishes strict standards for development, including architectural standards, off-street parking, floor area ratios, height limits and setbacks. The plan provides 4.5 acres for business and retail services such as offices, restaurants and banks. Warehouses and other low-intensive employment ventures are prohibited.

San Francisco Executive Park

An executive park is proposed, but has not as yet been approved, for the area south of Bayview Hill adjacent to Candlestick Park and north of Harney Road. The area is currently zoned for industrial use, a designation which would prevent construction of this commercial project.

The executive park proposal is for 853,000 square feet of office space with 140,000 square feet of convention/restaurant space and shops, 118,000 square feet of hotel uses plus parking for approximately 3,900 vehicles. Two fifteen-story office buildings would be the most dominant feature, as the remainder of the proposed project is composed of two, three and four story buildings.

The park would provide an estimated 220 construction jobs over a period of six years for a total of 1,300 man years. Upon its completion, some 4,900 jobs would be provided in the project, mostly in clerical and other office functions. The project is proposed on privately owned land and is to be privately financed. The City's tax revenue on the parcel is projected to increase upon completion of the project from the present $7,000 to $1,785,000.

The current Master Plan for the South Bayshore district proposed this site for residential development, with up to 900 homes and accompanying facilities for education, recreation and shopping.

Hunters Point Naval Shipyard

The Hunters Point Naval Shipyard played a key role in the development of Southeast San Francisco. In 1868, the first privately owned dry dock on the Pacific Coast was built at the Point. Eventually, the Bethlehem Steel Company developed the shipyard and sold it to the Navy in 1940. By the end of World War II, some 18,000 people worked at the yard and many settled in the Bayview/Hunters Point neighborhood. The shipyard was fully deactivated in 1973. In 1974, the Navy insisted that they retain title to the property, but agreed to lease it to private industry. That same year, the consulting firm of Sedway and Cooke was commissioned by the City Planning Department in cooperation with the Mayor's Office of Economic Development (OED) to prepare a study of optional uses for the Yard. This study endorsed most of the recommendations contained in "A Preliminary Report on the Reuse of Hunters Point Shipyard" prepared in late 1973 by the City Planning Department. These studies, and subsequent work by the Mayor's OED project, recommended the re-establishment of shipbuilding and repair work in a large portion of the Yard. They also call for the development of light industry, public recreational facilities, private housing and new commercial activity in other parts of the Yard.

There is no doubt that the closing of the shipyard was a major blow to the economy of the Bayview/Hunters Point area. However, the yard, with its highly developed infrastructure and its access to deep water, offers a major opportunity to redevelop, and to a certain extent reconstitute, the economic structure of Southeast San Francisco.

Eastshore Park

This project was first conceived as a massive development project to take place between Islais Creek and China Basin, from the waterfront to Interstate 280 in its southern area and to U. S. Highway 101 (the James Lick Expressway) at its northernmost. In mid-1974, the proposal envisioned the creation of a public purpose, privately financed development corporation which would issue revenue bonds to develop public facilities, industrial and commercial areas, and spark the development of 5,300 low density homes. Eastshore Park - as originally conceived - was to provide an estimated $432 million worth of new business facilities, 22,000 permanent jobs and some $22 million in additional annual taxes. When the bonds were paid off, title to the project's properties was to pass to the City.

Unfortunately, it was not possible to launch such a large project at the time, and the advocates of the undertaking were forced to reappraise its scope. They now believe that there are many things which can be done to improve the area and they are working on a new plan. The new geographic area involved only includes the Bayview/ Hunters Point area for a few blocks between Islais Creek and Army Street. Nonetheless, plans for Eastshore Park - to whatever extent they are implemented could affect the physical, social and economic evolution of the Bayview/ Hunters Point area in a major way. The entire Third Street entrance corridor to the Bayview/Hunters Point neighborhood lies in the Eastshore Park project area. The redevelopment project would help to ease the physical and psychological isolation of Southeast San Francisco.

Candlestick Shoreline State Park

The establishment of this State Park will have an enormous effect upon the economic and psychological climate of the Bayview/Hunters Point neighborhood.

The park has been approved and lands are under acquisition along the shoreline from the south side of the Yosemite Canal around Candlestick Point to the spot where Harney Road intersects with the southbound access to U. S. Highway 101. It has been recommended that the Candlestick Cove shoreline north of Yosemite Canal up to, and including some of, the Hunters Point Shipyard should be added at a future date to the State Park.

Two major economic effects can be expected with the completion of the Park. Adjacent land will become more valuable and more suitable - both economically and physically - to residential rather than industrial uses. Furthermore, opportunities for the expansion of business development in recreational services should result, particularly those related to marine activities.

Expansion of the Southeast Sewage Treatment Plant

Enlargement of this facility will make it the largest such plant in San Francisco. It will cover a site that is ten blocks in length, two blocks wide on the northern border, and narrowing to a half block southern site line. In general this site is west of Phelps Street, south of Evans Avenue, north of Oakdale Avenue and east of Southern Pacific Railroad right-of-way.

Construction of this expansion will necessitate the relocation of families living in twenty residential units all in Assessor's Block 6313, Census Tract 609. As of 1975, the Environmental Impact Report on the plan noted that there were 814 jobs in the area, 190 of these in public agencies. These sources of employment are to be relocated.

Summary

In the past, much has been made of the potential for industrial development to be realized in Southeast San Francisco, especially in the Bayview/Hunters Point area. Before ecology became a serious issue, reclaiming the Bay for industrial use seemed an excellent idea. Street patterns were laid out under water. A new Bay Bridge - the Southern Crossing - was planned, as was the Hunters Point Freeway. Today it is doubtful that even a parkway will be built along the right-of-way where the freeway was to have been constructed. The bridge is an impossibility. These through-traffic arteries were to pull industrial traffic off the streets of the neighborhood while simultaneously increasing the marketability of industrially-zoned land by increasing its accessibility. The freeway and the bridge were not built and, partly as a result, the the entire Baindustrial development has not occurred. As a consequence, the entire Bayview/Hunters Point Area has a plentiful supply of underdeveloped industrially-zoned land.

A comment seems appropriate at this point regarding the future of Third Street. There is no question but that Third Street will - in the future as in the past - dominate the commercial life of Southeast San Francisco. Although there is a string of commercial activity on South Bayshore, it is not essential to the life support system of residential neighborhoods. On the other hand, economic activity along Third Street is essential to the residential viability of the entire area.

Perhaps the most important aspect of commercial life on Third Street is that it has survived for many years and can be expected to continue to survive. Third Street is not a glamour street, and should not be expected to become one. However, it does have solid potential for residential and commercial rehabilitation and development. This will, of course, increase employment opportunities in the area.

RELOCATION

All relocation activities in the Hunters Point area have been conducted by the San Francisco Redevelopment Agency in accordance with the Relocation Plan approved by appropriate Federal and Local authorities. Financial assistance has been available under both Federal and City programs in accordance with outstanding regulations.

As noted elsewhere in this report, the entire project was planned in three phases in order to avoid forced dislocation of residents from the area and to provide a smooth transition from the stable single family homes at the base of the hill. The first new housing units were to be constructed in a portion of the project area which was already vacant (Phase I). As this housing was completed - 50% of the units were reserved as relocation resources for families and individuals living elsewhere within the redevelopment area. This same procedure is being followed in the final two stages of Phase I which is currently under construction and soon will begin rent-up.

As families and individuals living in the old barracks buildings found new housing, remaining residents were temporarily relocated in similar buildings on top of the hill (Phase III area) and the vacated buildings were demolished. As a result of this process, the area comprising Phase II has now been cleared and is ready for development of Section 8 housing in several stages. As in the previous Phase, units of this housing will be reserved for eligible families remaining in the old barracks buildings in the Phase III area.

As of January 31, 1976, only 115 families and 77 individuals continued to reside in the barracks housing remaining in the Phase III area. All other units have been demolished. This compares to the original count of 766 families and 393 individuals who needed relocation assistance to assure successful completion of the Hunters Point Urban Renewal Project.

Relocation assistance will continue to be made available in accordance with existing Federal and City regulations to remaining residents of the Phase III area structures as the final stages housing in Phase I and the housing in Phase II are completed. New units in both areas will be available to these families on a priority basis as has been the practice in the past.

At such time as all families and individuals are relocated, the remaining units in Phase III will be demolished and site preparation activities be undertaken to make the land ready for the market housing units. Relocation activities have been proceeding relatively well throughout the life of the project and no problems are anticipated as the program is finally completed.

PART III ALTERNATIVES TO THE PROPOSED ACTION

The proposed action is for HUD to approve and assist in the construction of some 600 housing units under Section 221(d)(4) and to assist the renter/occupants with Section 8 Housing Assist Payments (see Appendix C) to reduce the monthly rent payments. These subsidies will permit a range of rent rates and thereby include moderate and low income families. The proposed action also includes the subsequent construction of anoth er 600 housing units which may be rented or sold at economic market rates.

NO HUD ASSISTANCE - MARKET HOUSING

One alternative is for HUD to withdraw consideration of the Section 221(d)(4) and Section 8 assistance. This would force the San Francisco Redevelopment Agency to consider the possibilities of other ways to dispose of the undeveloped land now planned for the first six-hundred housing units. The Redevelopment Agency, should it choose this alternative, would have to seek buyers and/or dvevelopers to construct housing for construction, rent or sale without HUD assistance.

It is problematical whether this is a viable alternative. The Redevelopment Agency may feel that the expectations of the residents and former residents of the area would prefer low and moderate income housing and might resent efforts to delay "replacement" housing. Moreover, the question of a realistic market for rental/sales housing at economic (non-subsidized) levels may not currently exist.

This alternative would not mitigage any of the adverse environmental impacts discussed. It would simply elevate the family income levels of the residents of the proposed project. It would serve as a significant adverse psychological impact on the low and moderate income families now needing housing in the area.

NO HUD ASSISTANCE - VACANT LAND

In the absence of HUD financial assistance, the San Francisco Redevelopment Agency may desire to seek and obtain authorization to retain the land cleared but in an undeveloped stage. This would presumably require a week abatement program, security patrols and periodic trash collection and removal from the vacant land.

This alternative could be utilized as a holding action pending some other determination for the use of the land by the Redevelopment Agency. However, it would likely have a number of adverse environmental impacts. These would include: mud and rain run-off water pollution into existing streets and storm-sewer systems; increased San Francisco City expenditures for security, weed control and trash collection and removal; continued existence of the unsightly area as a blighting influence on newly developed housing units now in occupancy; local resentment and hostility against community-developed and approved housing plans; and substantial financial drain in the Redevelopment Agency to continue to pay the interest of the bonds and notes sold to purchase the land.

While the proposed action covered by this Environmental Impact Statement does not incur significant adverse environmental impacts, this particular alternative would slightly reduce infrastructure element implementation and utilization. These include residential water usage, electrical consumption, waste water and utilities. This slightly beneficial aspect would be temporary pending final disposition of the land by the Redevelopment Agency. HUD contracts with the City of San Francisco do not permit the Redevelopment Agency to retain title to the land permanently without payment of outstanding obligations secured by the land and/or HUD.

NO HUD ASSISTANCE - OTHER LAND USES

Without HUD financial assistance, the San Francisco Redevelopment Agency and the City of San Francisco would have to consider alternative uses for the proposed housing sites. Some of these possibilities are briefly discussed below·

1. Permanent Open Space

   Develop the site into a park and recreational area, planting trees, providing picnic tables and playground equipment. Several drawbacks are: a) the land is mostly unsuitable for playground and recreational activities due to the steep hill and would have to remain primarily in open space and b) the City of San Francisco does not have the funds to purchase the area for parks or open space, nor funds for development and the purchase of recreational equipment. A city-wide bond election might be necessary.

2. Commercial or Industrial Uses

   Commercial and/or industrial rezoning is a local determination. However, the hillside is not appropriate for such uses and the effort to secure private buyers would likely prove fruitless. This especially true in the area because the southeast San Francisco area is currently glutted with flat and more accessible land already zoned for such uses and served with necessary amenities -- rail, arterial highways and freeway, industrial infrastructure, etc.

OTHER HUD FINANCIAL ASSISTANCE

Under existing legislation, there are no other forms of HUD assistance available for the construction and rent subsidies similar or nearly similar to those proposed for this development. This fact is included in this Environmental Impact Statement because in times past HUD has had other types of housing assistance; these are not now available.

SITE AND/OR DESIGN MODIFICATION

The possibilities of altering the proposed construction designs and development site plans are always present. The San Francisco Redevelopment Agency and the San Francisco Board of Supervisors through established planning and approval processes, including the involvement and consultation with local citizens and organizations, developed and adopted the current Urban Renewal Plan and its implementation. HUD has approved that plan as being an appropriate land use for the site and as conforming to the Housing Act of 1949. Other uses have been evaluated above and found inappropriate.

An application for housing assistance and mortgage insurance reflecting a portion of that development is presented to HUD for consideration. Design drawnup for the projects have not yet been made. HUD will conduct a review of the actual designs for the specific sites before the time when the projects are finally approved for mortgage insurance. In that way HUD will be able to assure that project designs respond adequately to site requirements and the needs of residents. All special design needs and alternatives that have been identified in this EIS will be considered during that design process, and any necessary changes will be incorporated at that time.

ALTERNATIVES VERSUS ADVERSE IMPACTS

The proposed project will not result in any significant adverse impacts on the environment, nor does the proposed project reduce the quality of the human environment. The alternatives discussed above are required considerations in the Environmental Impact Statement process to reveal how changes can be made to reduce adverse environmental impacts and/or enhance beneficial impacts. The absence of such adverse impacts reflects admireably on the local planning capacity and process. At this time it appears that the proposed project, Phases II and III of the Residential Development of Hunters Point, is superior to the possible alternatives and modifications.

PART IV

PROBABLE ENVIRONMENTAL IMPACTS WHICH CANNOT BE AVOIDED SHOULD THE PROPOSAL BE IMPLEMENTED

Potential Impact	Nature (Beneficial or Adverse	Potential Duration (short, middle or long-term)	Significance (degree, extent, severity)	Mitigating Measures	HUD Assurances
			Impact of Project Upon the Environment		
- Increase in vegetation, open space and landscaping	Beneficial	Long-term	Over 20 acres of new parks and landscaping on housing sites plus planting of street trees and median greenery on numerous streets will be a significant improvement to the area		
- Erosion and slide hazard	Adverse	Short-term	Adequate landscaping and erosion-control measures will prevent any long-term or significant impact	Requirements in Agency bid specifications, and HUD Handbooks	HUD review of bid specifications and monitoring of HUD requirements
- Removal of blight; general upgrading of the area	Beneficial	Long-term	The replacement of the dilapidated war housing, landscaping and facilities will have a positive impact upon the area of major significance.		
- Increase in area's energy consumption	Adverse	Long-term	The amount of increase is extremely small, and is expected to represent a shifting of consumption within the region rather than a net increase; thus, the impact is not considered significant	Substantially improved utility system; language in land disposition contracts, requiring developers to employ energy-saving designs and techniques	HUD monitoring of utility improvements and land disposition contracts

- Improved utility systems	Beneficial	Long-term	The replacement of the dilapidated, inadequate utility system with new underground lines will have a significant positive impact upon the area		
- Increase in area's generation of domestic solid and liquid wastes	Adverse	Long-term	The amount of increase is extremely small, and is expected to represent a a population shift within the region rather than a net increase; thus, the impact is not considered significant	Planned upgrading of City's entire sewage system; new, enlarged sewage facilities in project area; improved techniques for solid waste handling and language in Agency land disposition contracts requiring the use of such techniques by developers	State enforcement of City's waste water management plan, HUD monitoring of system's improvements and land disposition contracts
- Generation of demolition and construction wastes	Adverse	Short-term	The amount of debris resulting from demolition and construction will constitute a minor percentage of the total disposal site loading, and will be a "one-time" increase which will cease when construction is completed		
Increased number automobiles in project area	Adverse	Long-term	Since there are no major traffic generators proposed for the project and the increase will represent local resident travel only.	Improved circulation system; off-street parking; feeder streets and cul-desacs for residential access; improved public transportation	HUD monitoring of street improvement contracts and Mayor's Municipal Services program

Improved circulation system	Beneficial	Long-term	The new loop pattern and wider, landscaped streets will significantly improve traffic access and movement and the aesthetic character of the area's street system		
Noise during demolition and construction	Adverse	Short-term	Noise generated by demolition and construction activities will have a negative impact upon current residents; however, this impact will be of short duration and will be mitigated to the extent feasible.	San Francisco noise ordinance requirements regarding noise levels and hours of operation of operation of construction equipment	City enforcement of noise ordinance
Air pollution during demolition and construction	Adverse	Short-term	The increase in particulates and gaseous emissions will be of short duration and will be mitigated to the extent feasible.	City permit requirements; requirements of National Asbestos Act, emission control requirements.	City and EPA enforcement of requirements
Improved housing for project area residents) Upgrading the quality and quantity of low and moderate income dwelling units in the area as a whole) Improving the area's income mix)	Beneficial	Long-term	The emplacement of new, standard dwelling units will significantly improve the physical, social and economic character of the area and of the City. It will significantly improve the living conditions of the project area residents and provide much-needed low and moderate-income housing to the City. The extent to which the area's income mix is improved will be determined in large degree by future success in marketing Phase III land.		

Improved social, recreational and educational services and facilities in the area	Beneficial	Long-term	The improved services and facilities will significantly benefit project residents and residents of the surrounding area.	
- Improvement of the general aesthetic appearance of the area	Beneficial	Long-term	The carefully designed new community will significantly improve the aesthetic appearance of the area for residents and for persons viewing the hillside from a distance.	
			Impact of Environment Upon Project	
- Adjacent 1,000 units of deteriorated public housing	Adverse	Long-term	Economic impaction and blighting influence will continue to jepoardize the overall aesthetic appearance of the hill, the capacity of the social system	Some modernization already scheduled potential use of Navy housing eventual replacement.

PART V RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

The short-term uses of the environment and the maintenance and enhancement of long-term productivity is clear and direct in this proposed project. The short-term uses are the developmental activities to establish the residential community--which is the long-term product of the resource commitments.

Short Term:

- Creation of jobs during construction. In terms of "cash-flow" this results in a short-term positive employment impact within the area.

- The changing use of the environment consists of construction-related activities such as noise from the various mechanical construction tools, dust, dump trucks, earth-moving equipment, etc. All of these activities will result in a short-term negative impact to the environment. Upon completion of construction, these effects will be reduced and virtually eliminated.

Long Term:

- The development of Phases II and III as a residential neighborhood is the long-term product for the area which recognizes its continued urban use. The long-term productivity of an urban community is reflected in the improvement in the quality of life made through careful planning for open space, recreation and parks, schools, municipal bus routes, day care centers, etc.

- Air pollution in small amounts will increase with a developed residential area because vehicle emissions will probably continue to increase somewhat on a long-term basis as population increases. The level of air quality may be slightly complicated by emissions from power mowers, motorcycles, furnaces, etc., that are an integral part of residential living.

- The utilization of infrastructure elements (water, energy, services, etc.) to maintain the new level of urban residential life style for an average of 30 to 50 years.

Thus it can be seen that - based upon the analysis presented in the Environmental Impact Statement and summarized above - the benefits provided these citizens of the City and County of San Francisco, and especially to the future residents of the new housing in Phases II and III of the Hunters Point Redevelopment Area far outweigh the minimal adverse environmental impacts occasioned by the construction of this new housing and the attendant infrastructure to serve, etc.

PART VI IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES WHICH WOULD BE INVOLVED

As the development of Phases II and III of the Hunters Point Redevelopment Area proceeds, the following permanent commitments are identified as accompanying each stage:

- Natural resource uses associated with site preparation and construction in any subdivision or development. These include such things as timber, cement, sand, gravel, etc., as well as manpower and energy needed before, during and after construction. Site grading, leveling and/or filling are also required.

- A long-term public financial commitment on the part of the Federal Government via the Department of Housing and Urban Development for mortgage backing or subsidies associated with certain types of housing developments. Such commitments may present irretrievable financial losses should foreclosures occur.

- A long-term public financial commitment on the part of local government to provide necessary services to support each stage of development. This includes such services as fire and police protecting sewerage disposal and ultimate treatment as well as solid waste pick-up and ultimate disposal for storage and disposal of waste by-products.

- A long-term commitment for some 30 to 50 years of land to residential use. While development in this case does not involve the destruction of flora or fauna in the real sense, it does commit the land to a long-term use of a singular nature--in this case, residential.

PART VII PROPOSED ACTION ON PROJECT

After review and study of the Draft EIS and the comments received during its circulation, HUD has in this Final EIS responded to the comments and incorporated appropriate changes. At this time, HUD anticipates that it will approve the environmental assessments made on Phases II and III following publication and circulation of this Final EIS. However, comments received on this Final EIS regarding this proposed action will be considered prior to the final HUD decision. It is also noted that any HUD approval of Phases III and III will be subject to the meeting of all regular HUD processing requirements.

APPENDICES

Appendix A. FEDERAL, STATE AND LOCAL AGENCIES FROM WHICH COMMENTS HAVE BEEN REQUESTED

Office of Architectural and Environmental Preservation
Advisory Council on Historic Preservation
1522 "K" Street, Suite 430
Washington, D. C. 20005

Office of the Secretary
Attention: Coordinator of Environmental Quality Activities
U. S. Department of Agriculture
Washington, D. C. 20250

Executive Director of Civil Works
Office of the Chief Engineer
U. S. Army Corps of Engineers
Washington, D. C. 20314

Office of the Deputy Assistant
Secretary for Environmental Affairs
Department of Commerce
Washington, D. C. 20230

Paul DeFalco, Jr.
Regional Administrator
Environmental Protection Agency
100 California Street
San Francisco, CA 94111

Office of the Associate Director
Water Resources Council
2120 "L" Street, N.W., Suite 800
Washington, D. C. 20037

Small Business Administration
450 Golden Gate Avenue
San Francisco, CA 94102

Director, Division of Environmental Affairs
Energy Research and Development Administration
Washington, D. C. 20545

Commissioner's Advisory on Environmental Quality
Federal Power Commission
825 N. Capitol Street, N.E.
Washington, D. C. 20426

Regional Environmental Officer
Department HEW
50 Fulton Street
San Francisco, CA 94102

Director, Office of Environmental Project Review (10)
Department of the Interior
Interior Building
Washington, D. C. 20240

Council on Environmental Quality (5)
Attention: Mrs. Kathy Penn
722 Jackson Place, N.W.
Washington, D. C. 20006

Director, Office of Economic Opportunity
1200 - 19th Street, N.W.
Washington, D. C. 20506

Secretarial Representative
Department of Transportation
450 Golden Gate Avenue
San Francisco, CA 94102

Mr. J. E. Mullen
Director, Veterans Administration
211 Main Street
San Francisco, CA 94105

Department of the Army
South Pacific Division, Corps of Engineers
630 Sansome Street, Room 1216
San Francisco, CA 94111

Mr. Rod Kreger
Deputy Administrator
General Services Administration
Room 6137
Washington, D. C. 20405

Special Assistant to the Secretary
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7819 New State
Departmnet of State
Washington, D. C. 20520

Assistant Secretary for Environment and
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Department of Transportation
Washington, D. C. 20590

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801 Vermont Avenue, N.W.
Washington, D. C. 20420

Mr. T. R. Lammers
District Director
Department of transportation
Box 3366, Rincon Annex
San Francisco, CA. 94119

Mrs. Cecile Michael
President
League of Women Voters
12 Geary Blvd., Suite 605
San Francisco, CA. 94108

Honorable Quentin Kopp
President
San Francisco Board of Supervisors
City Hall
San Francisco, CA. 94102

Department of Labor
Attention: Environmental
Officer
450 Golden Gate Avenue
San Francisco, CA. 94102

Mr. Ernest Slight, Director
Environmental Impact Division
Office of Environmental
Programs
Federal Energy Administration
New Post Office Building
12th & Pennsylvania Ave., N.W.
Washington, D. C. 20461

Federal Energy Administration
Attn: Environmental Officer
111 Pine Street
San Francisco, CA. 94101

Document Service
Environmental Law Institute
1346 Connecticut Ave., N.W.
Washington, D.C. 20036

Mr. John Jacobs, Executive
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San Francisco Planning and
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126 Post Street
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Honorable George Moscone
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1095 Market Street
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Mr. Andrew C. Casper, Chief
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260 Golden Gate Avenue
San Francisco, CA. 94102

President
Public Utilities Commission
City Hall
San Francisco, CA. 94102

Office of the Lieutenant
Governor (15)
Office of Intergovernmental
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State Clearinghouse
1400 - 10th Street, Room 108
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440 Turk Street
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230 Cashmere Street
San Francisco, CA. 94124

Eloise Westbrook, Chairperson
B.V./H.P. Joint Housing Committee
100 Whitney Young Circle
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Mr. Edward P. Joyce, Director of
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6221 Geary Blvd.
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Chief Administrative Officer
City and County of San Francisco
City Hall
San Francisco, CA. 94102

Mr. Gordon Lau, President
San Francisco Planning Commission
City Hall
San Francisco, CA. 94102

Revan A. F. Tranter, Executive Director
Association of Bay Area Governments
(ABAG)
Hotel Claremont
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Charles Gains, Chief
San Francisco Police Department
850 Bryant Street
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Mr. David O. Meeker, Jr. (2)
Assistant Secretary for CPD
Department of Housing and
Urban Development
451 Seventh Street S.W.
Washington, D. C. 20410

Dr. Francis Curry, Director
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101 Grove Street
San Francisco, CA. 94102

Honorable Robert J. Dolan
Clerk
San Francisco Board of
Supervisors
235 City Hall
San Francisco, CA. 94102

Mr. James Jaquet, Director
Office of Community
Development
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John Watts, Executive
Director
Model Cities Agency
814 Mission Street
San Francisco, CA. 94124

Robert Alioto, Superintendent
of Schools
135 Van Ness Avenue
San Francisco, CA. 94102

Paul Watt, Executive
Director
Metropolitan Transportation
Commission
Hotel Claremont
Berkeley, CA. 94705

John Spring, General Manager
Recreation and Park Department
McLaren Lodge
Fell and Stanyan Streets
San Francisco, CA. 94117

Librarian
Bernal Branch
San Francisco Public Library
500 Courtland Avenue
San Francisco, CA. 94110

Librarian
Excelsior Branch
San Francisco Public Library
4400 Mission Street
San Francisco, CA. 94112

Librarian
Government Documents Section
Main Library
Civic Center
San Francisco, CA. 94102

Librarian
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APPENDIX C

DESCRIPTION OF THE SECTION 8 HOUSING ASSISTANCE PROGRAM AND SECTION 221(d)(4) INSURANCE UNDER FHA

The approximately six hundred units of housing planned for Phase II of the Hunters Point Redevelopment Area will be constructed and insured under Section 221(d)(4) of the National Housing Act. Upon completion it is anticipated that they will be rented to low income families and indivduals elgible to receive assistance under the Section 8 Housing Assistance Program legislated in the 1974 Housing and Community Act. A brief description of these two programs follows. Although Section 8 housing assistance is also available to eligible families and individuals renting approved existing housing units, the emphasis of this discussion is our new construction.

SECTION 8 HOUSING ASSISTANCE PAYMENTS PROGRAM

The Section 8 Housing Assistance Payments Program established by the 1974 Housing and Community Development Act, is the Federal Government's major operating program for assisting lower income families to secure decent, safe and sanitary housing. It replaced the Section 23 leased housing program and although many characteristics of the former program were retained there are several significant changes that extend the benefits of Federal housing assistance to more people who need housing while at the same time expanding program participation for owners, developers and Public Housing Agencies (PHA's).

For example, owners and developers of new or substantially rehabilitated dwelling units may now contract directly with HUD as well as with a PHA for housing assistance payments on behalf of eligible families. In addition, more families may be eligible for assistance because income limits have been increased, and housing assistance payments are now authorized for families whose adjusted gross incomes do not exceed 80 percent of the medium income for the area. Although the program utilizes existing, substantially rehabilitated and newly constructed housing units, the remainder of this discussion will focus primarily on the use of new units such as will be developed and insured under Section 221(d)(4) of the National Housing Act in Phase II of Hunters Point.

HUD field offices allocate funding for Section 8 units to the various localities on the basis of such factors as need and conformance with approved local housing assistance plans. Where an adequate supply of existing housing is available, such housing will be used first, with substantial rehabilitation and new construction generally utilized in cities like San Francisco where there is an insufficient supply of acceptable existing housing - with the appropriate number of bedrooms - within the rent limitations of the program. These "Fair Market Rents" are established by HUD and published in the Federal Register at least annually for each housing area by unit size and structural type. The Fair Market Rents for new and substantially rehabilitated units are the same, but there is a separate schedule of rents for existing housing.

In the case of new construction(and substantial rehabilitation) such as that proposed for Phase II in Hunters Point, non-profit and profit motivated private owners and developers, PHA's, and woners and developers working with PHA's may submit development proposals in response to HUD-published invitations or may apply to State housing finance or development agencies in their State. If preliminary and final proposals are acceptable to HUD, an agreement will be executed which provides, among other things, that upon satisfactory completion of the project, a Housing Assistance Program (HAP) Contract will be executed for the units to be occupied by eligible families.

While the Section 8 program does not provide construction or permanent financing, it provides long-term commitments of housing assistance payments pursuant to Housing Assistance Payments contracts which can be pledged as security for mortgage loans or loans obtained through the issuance of tax-exempt notes or bonds by State or local public agencies. This pledge may be used with any type of financing, including a HUD/FHA insured mortgage such as the Section 221(d)(4) program being utilized at Hunters Point. HUD must approve any financing, however, that pledges the Agreement or the HAP Contrace as security for any loan or obligation.

Generally, the Contract Rent plus the allowance for any utilities paid by the family, may not exceed the HUD-established Fair Market Rent for the housing area in which the units will be located. In certain cases, the Fair Market Rent may be exceeded by up to 10 percent for new construction and substantial rehabilitation where HUD field office directors determine that special circumstances so warrant. The Fair Market Rent may be exceeded by up to 20 percent upon approval by the HUD Assistant Secretary for Housing Production and Mortgage Credit, if he determines that special circumstances so warrant or that higher rents are necessary to implement a local housing assistance plan. In all cases, Contract Rents must be determined to be reasonable in relation to the quality, location, amenities, and the management and maintenance services for the units.

Contract rents for new construction and substantial rehabilitation are adjusted annually by applying an automatic Annual Adjustment Factor. This is determined by HUD at least once a year and published in the Federal Register. If the utilities are paid directly by the family, the factor is reduced accordingly. Special additional adjustments may be approved by HUD for increases in the actual and necessary expenses of owning and maintaining the contract units resulting from substantial general increases in real property taxes, utility rates or similar costs (i.e., special assessments and utilities not covered by regulated rates), but only to the extent such general increases are not compensated for by the Automatic Annual Adjustment. These adjustments, however, may not cause the rents of Section 8 units to be materially different from the rents charged for comparable unassisted units.

The maximum term (including renewals) of a HAP Contract for new or substantially rehabilitated units is generally 20 years; in the case of a project owned by, or financed by a loan or loan guarantee from a State or local agency, the maximum term may be 40 years. This maximum is established on the basis of the amount of capital expenditures reasonably required for the project, the reasonable rate of amortization for the financing, and the approved Contract Rents.

The program helps "lower-income" and "very low-income" families. A "lower-income" family in one whose adjusted income does not exceed 80 percent of the median income in the area. A "very low-income" family is one whose adjusted income does not exceed 50 percent of the median income in the area. The adjustments take into account the size of the family, among other factors.

For new construction or substantially rehabilitated units, an owner is required to rent 30 percent of the units to very low-income tenants during the initial rent up, and to exercise his best efforts to maintain that ratio during the Contract period. If the income is within the limits defined by HUD, a "family" in this program may be a single person 62 or older, or a handicapped or disabled person as defined by law, or a displaced person, or the remaining member of an eligible tenant family. Two or more elderly, disabled or handicapped persons living together, or one or more such individuals living with another person needed to care for them, are also eligible for housing assistance in this program.

As its share of the rent, the family pays between 15 and 25 percent of its gross income, depending on income, number of minors, and medical and child care expenses. The housing assistance payment to the owner is the difference between the family's share and the Contract Rent for the units, and is paid monthly on behalf of the family. The family's share of the rent may be adjusted up or down, depending on any changes in the family's circumstances (with appropriate adjustment in the housing assistance payment).

The owner reviews the circumstances of families occupying new and substantially rehabilitated units at least annually. Reviews for elderly and handicapped families take place every two years.

For newly constructed or substantially rehabilitated units, if a unit is not leased on the effective date of the Contract, the owner may receive 80 percent of the Contract Rent for a period not to exceed 60 days, provided the owner has complied with his approved fair housing marketing plan, has taken all feasible actions to secure a tenant and has not rejected any eligible applicant except for good cause. If an eligible family vacates an occupied unit, the owner may receive 80 percent of the Contract Rent for a vacancy period not to exceed 60 days, provided the owner promptly notifies HUD of the vacancy, or pending vacancy, together with the reasons therefore, and continues to take affirmative action to fill the vacancy. Payments for vacant units will not be made if the owner fails to follow HUD procedures requiring that he give wirtten notice to a family he wishes to evict, or if the owner has evicted the family in violation of the lease or applicable law.

Up to 100 percent of the units in any new construction or substantially rehabilitated project may be assisted. To encourage a broad economic mix of families, however, HUD will give preference to those projects in which 20 percent or fewer of the units receive assistance. This preference does not apply to projects with 50 units or fewer, or those designed specifically for the elderly or handicapped.

The unit of general local government has an opportunity to review all complete proposals for new and substantially rehabilitated dwelling units. Where there is a HUD-approved housing assistance plan in effect, review is for consistency with that plan. Where there is no plan, the local government has an opportunity to comment upon, or provide information concerning the need for housing assistance and the availability of local facilities and public services to serve the proposed housing.

SECTION 221(d)(4)
HUD/FHA NON-ASSISTED PROGRAM FOR RENTAL HOUSING FOR MODERATE INCOME FAMILIES
NEW CONSTRUCTION

This program will be used in the development, construction and insurance of the Phase II multifamily residential units at Hunters Point as described below. However, instead of the rents limiting occupancy to families of moderate income, eligible families and individuals of low and very low income will receive Section 8 assistance as described above to enable them to reside in these units.

In essence the 221(d)(4) program is designed to aid in providing housing for families of moderate income and thus normally family income limits are not a condition for occupancy. Projects developed under this program contain five or more units of detached, semi-detached, row, or walk-up or elevator-type multifamily structures, designed primarily for residential use in conformance with HUD/FHA Property Standards. These projects may vary widely in layout, size and design although HUD/FHA will regulate rents, rate of return and methods of operation. The program provides a ten percent Builder's and Sponsor's Profit and Risk Allowance. In addition to new construction, the program is also considered appropriate for the rehabilitation of projects. Individuals, partnerships, corporations or other legal entities approved by the FHA Commissioner are eligible mortgagors. However, nonprofit, limited dividend, cooperative and public mortgagors may not be mortgagors in this program.

The project must be located on real estate held (1) in fee simple, or (2) or a leasehold for not less than 99 years, or having a period of 50 years to run from the date the mortgage is executed, or (3) Leasehold for 50 years, provided the lessor is a government agency, Indian, or Indian tribe. Financing must be by a HUD/FHA approved private lending institution - mortgages are eligible for purchase by FNMA.

There are no restrictions due to race, creed, color or age of the prospective tenant or the composition of his family. Normally, there are no income requirements, but in the case where Section 8 Housing Assistance is utilized, the requirements of that program (as described above) will determine eligibility.

The maximum mortgage cannot exceed:

(1) 90 percent HUD/FHA estimate of the replacement cost of the project:

(2) For such part of the property or project attributable to dwelling use an amount per family unit, depending on the number of bedrooms which may be within the dwelling:

Elevator type:

$13,975	no bedroom
$20,025	one-bedroom
$24,350	two-bedroom
$31,500	three-bedroom
$34,578	four-bedroom or more

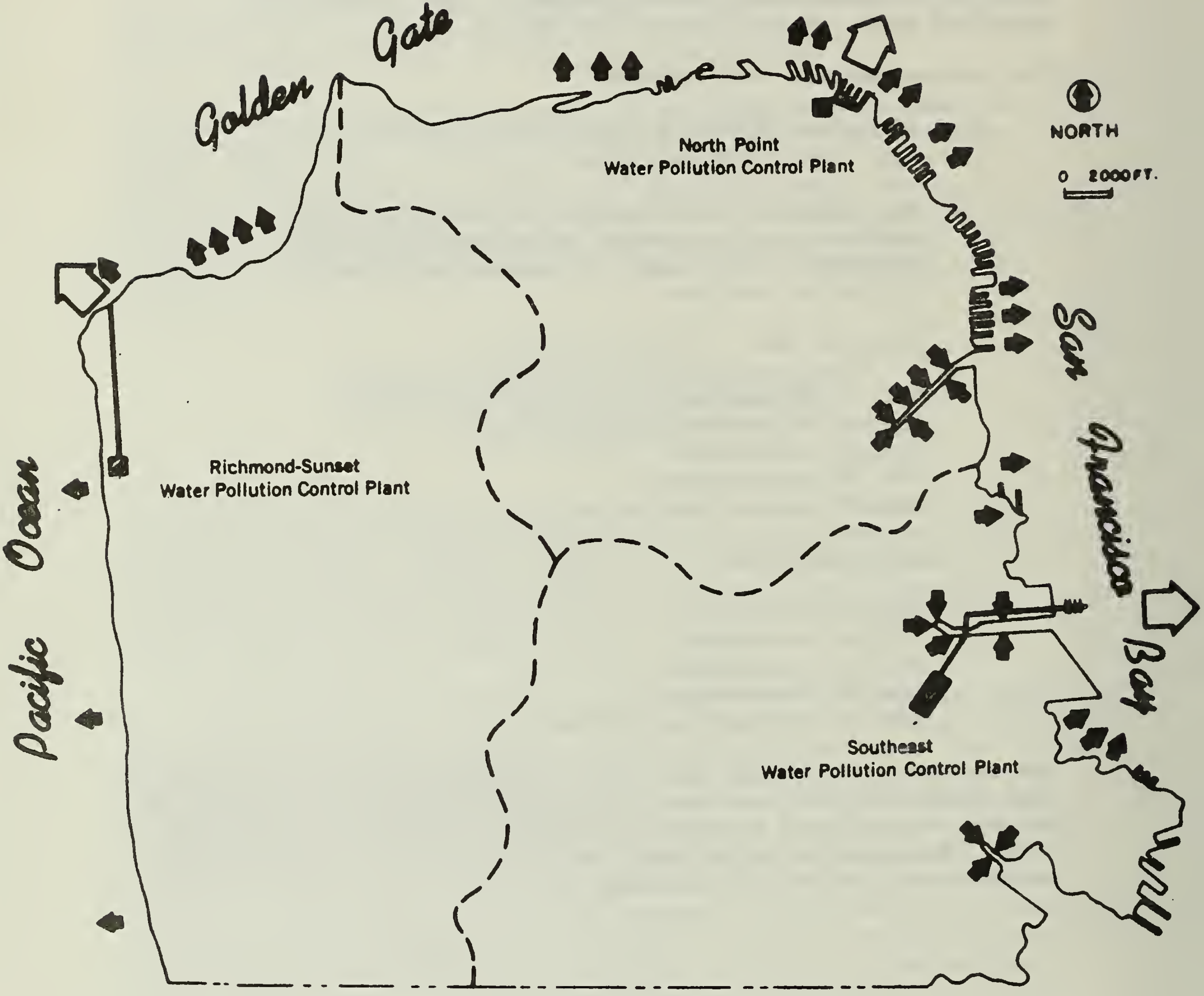
All other types:

$12,300	no bedroom
$17,188	one-bedroom
$20,525	two-bedroom
$24,700	three-bedroom
$29,038	four-bedroom or more

The sums mentioned in (2) above may be increased by up to 45 percent in high cost areas. The mortgage term is limited to forty years and the maximum interest rate is variable depending upon existing market conditions. Repayment is by the level annuity monthly plan (equal monthly payments to principal and interest).

FIGURE D-1

EXISTING FACILITIES



Presently the City is divided into three drainage districts (indicated by the broken line) which follow the topographical features of the City. Each of the districts is served by a Water Pollution Control Plant which provides primary treatment with chemical addition before discharge of the effluent through an outfall (represented by the large arrows). Located around the perimeter of the City are 41 bypass locations (represented by the solid arrows) where a combination of untreated domestic wastewater and stormwater overflow into the Bay and Ocean when rainfall exceeds 0.02 inches per hour. Overflows occur approximately 80 times per year.

APPENDIX D OVERVIEW OF THE SAN FRANCISCO CITY SEWAGE TREATMENT FACILITIES AND PLANS FOR EXPANSION OF SOUTHEAST SEWAGE TREATMENT PLANT*

Daily, the people, businesses and industries of the City and County of San Francisco generate approximately 100 million gallons of waste water, which is collected and transported to the three publicly-owned treatment facilities situated around the periphery of the City (as illustrated in Figure D-1, opposite). There, the collected effluent receives primary treatment** prior to discharge to either the Pacific Ocean or San Francisco Bay.

The discharges (effluent) from each of these facilities fail to meet requirements established by the Federal Environmental Protection Agency (EPA) and the State of California; and, as a result, many 'Cease and Desist' orders have been issued by the State's enforcement arm, the Regional Water Quality Control Board (RWQCB).

In order to meet the existing Federal and State requirements, and future Federal and State requirements which can reasonably be anticipated to be more stringent, an extensive upgrading and improvement of the City's dry weather waste water treatment facilities is required. Additionally, improved wet weather facilities are required to treat storm weather flows, which often achieve flow rates equal to 14 billion gallons per day during peak periods. San Francisco's combined collection system transports to the City's treatment facilities both the normal industrial/ domestic wastewaters of the City and the storm runoff which results from rain falling upon the City.

The City's treatment capacity equals 280 million gallons a day, which is equal to approximately three times the average daily dry weather flow. When storm runoff flows exceed this level, they are discharged at 41 points around the City. Combined flows exceeding the City's treatment facilities occur when rainfall exceeds 0.02 inches per hour throughout the City. When these bypassing conditions occur, a substantial portion of the total flows continue to receive primary treatment; however, that portion which does not receive treatment significantly degrades the beach and marine environment in the vicinity of the bypass points. Evidence of grease and untreated human wastes are sometimes detectable along the City's shoreline, particularly in the beach areas, during overflow periods.

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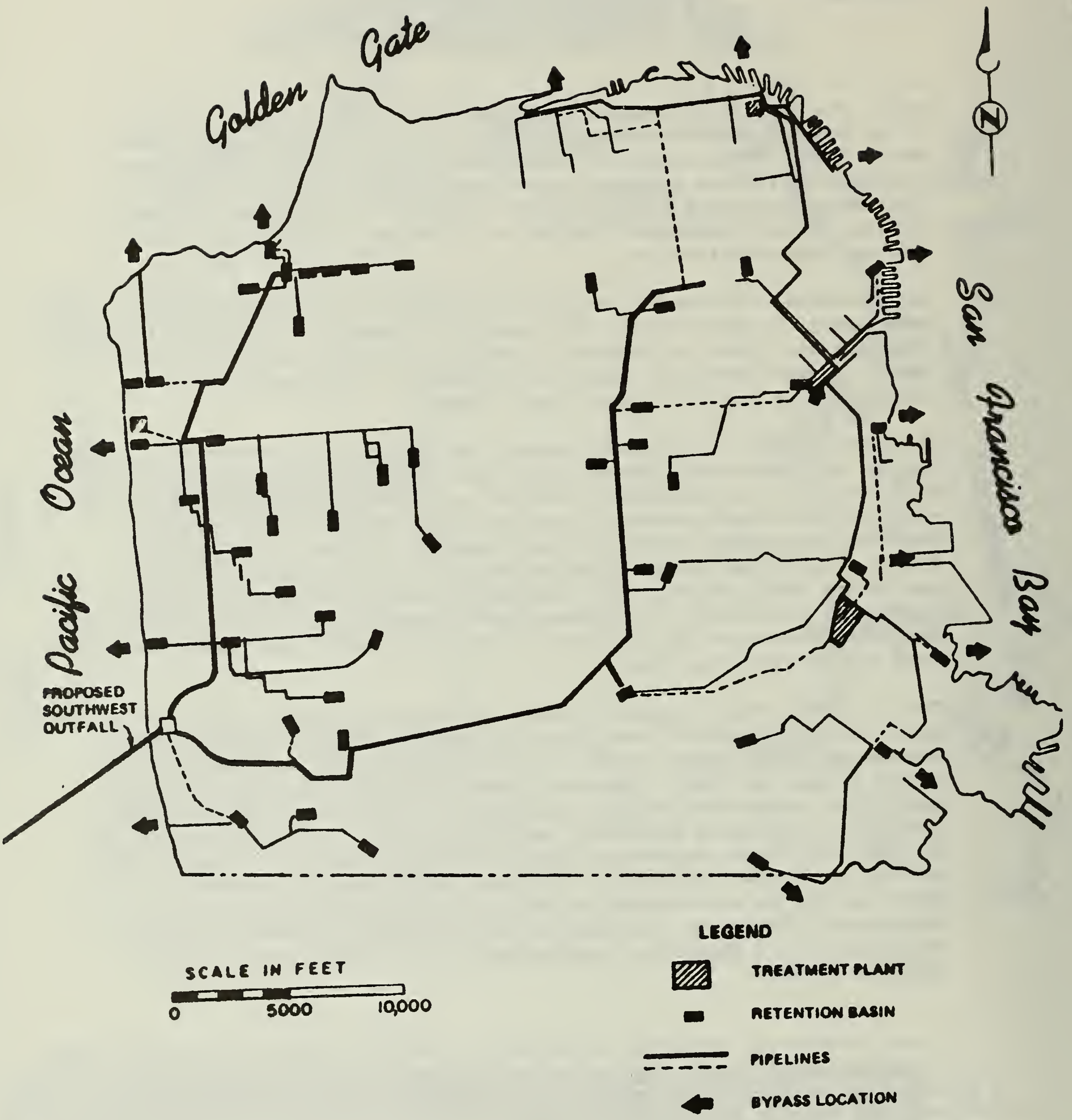
* The information contained in Appendix D has been extracted from The Final Environmental Impact Report for the Southeast Treatment Plant - Dry Weather Expansion and Interim Point Discharge San Francisco Waste Water Master Plan Implementation Project II, City and County of San Francisco, April 1975.

**For purposes of this discussion, primary sewage treatment processes are considered to be capable of achieving influent pollution removals of 50 percent, while secondary and tertiary treatment methods can achieve removal rates of 90 percent and 99 percent, respectively.

FIGURE D-2



Wastewater Master Plan

Approximately 82 times a year, conditions result from storm activity which causes overflow from one of the system's bypass points. When this occurs, overflow effects persist for days afterward; and as a result, the City's near-shore waters are posted as unsafe for human water contact activities during most of the winter months by the City's Department of Public Health.

The RWQCB has also been concerned about this wet weather deficiency; and in January 1967 the Board adopted Resolution 67-2 which prescribed effluent requirements for wet and dry weather discharges from the City's Richmond-Sunset plant. Later in the year (December 1967), the Board adopted Resolution 67-64, which called upon the San Francisco Board of Supervisors to adopt a sewerage Master Plan by mid-1971. The Dual requirement, to upgrade dry weather treatment and to prevent wet weather bypassing, necessitated examination of alternative potential corrective measures which are reported in detail in the Master Plan EIR/EIS.

The Master Plan

The Master Plan is a concept which includes a combination of retention and storage facilities treatment plants, and disposal facilities which is believed would most effectively reduce the detrimental effects of waste discharges from the City of San Francisco. The plan includes construction of various types of storage basins, new and improved wet and dry weather treatment facilities, new transportation systems, and improved disposal facilities, constructed in stages.

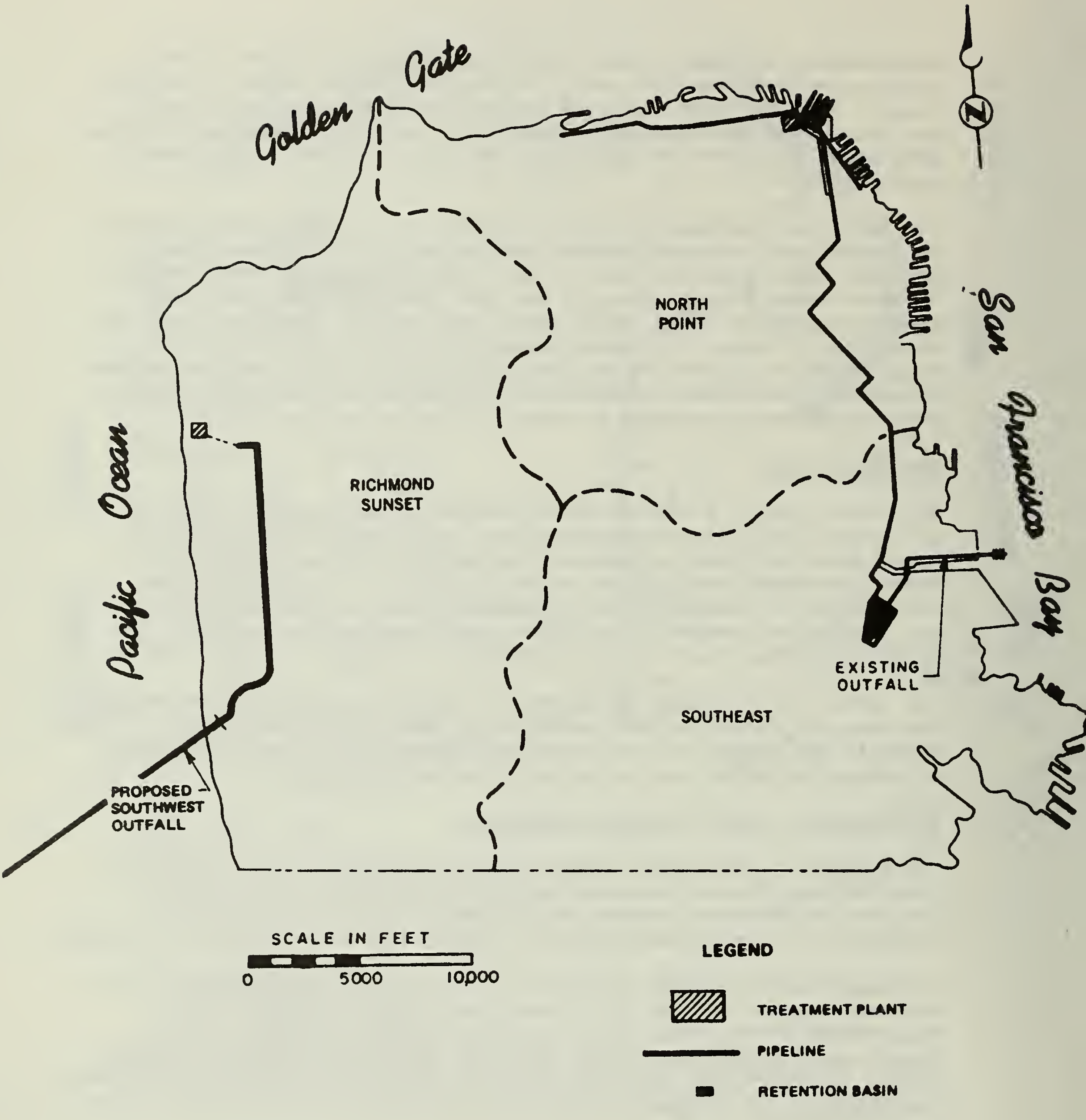
The Master Plan, as shown in Figure D-2 (opposite) was developed following thorough studies of both sanitary and storm water conditions. Emphasis was placed upon the storm water sector as the critical aspect of the system design due to the large wet weather volumes.

Environmental Impact Analysis Activities

San Francisco's Wastewater Master Plan has been examined in accordance with California's Environmental Quality Act (CEQA) and the Federal National Environmental Protection Act (NEPA) by the agencies legally responsible for such evaluations and found to be environmentally compatible.

A document outlining the environmental considerations of the Master Plan has been prepared by the City's Department of City Planning and the Environmental Protection Agency, entitled The Environmental Impact Report and Statement of the San Francisco Wastewater Management Master Plan. This document, which received wide public distribution and afforded opportunities for extensive public input, received final approval in May of 1974.

FIGURE D-3



First Phase of Wastewater Master Plan

The overall EIR/EIS evaluated the probable environmental consequences of the SFWWMMP and several alternatives to the Plan. Its evaluation, however, was confined to the broad environmental aspects of the overall plan and made no attempt to assess specific impacts which might occur as a result of constructing and placing into operation components of the Plan. To insure that there would be wide public dissemination of information about implementation plans, and that the specific impacts of each of these actions would receive careful evaluation and wide public dissemination, an Environmental Impact Report will be prepared for each major component of the SFWWMMP. This Plan has received the conceptual approval of the Environmental Protection Agency (EPA), RWQCB, and the San Francisco Board of Supervisors.

The project which is the subject of this report is Implementation Program #2, an expansion of the existing primary facilities and construction of new secondary facilities at the Southeast Water Pollution Control Plan for the treatment of flows from the combined North Point and Southeast drainage districts. This report also evaluates construction of a proposed Interim Bay Outfall.

When complete, this project, in conjunction with Implementation Program #1, the North Point Transport, will make possible the treatment of dry weather waste water flows originating in both the North Point and Southeast drainage districts of San Francisco at secondary treatment levels prior to discharge.

The project, which is an element of the Master Plan's Phase I, illustrated by Figure D-3 (opposite), is necessary to comply with provisions of the Federal Water Pollution Control Act (Public Law 92-500) which mandates secondary treatment of all dry weather flows. Estimations are that the Wastewater Management Master Plan will require 20 years to complete at a cost of approximately $672 million (1974 dollars base ENR 2100*).

*ENR is the standard abbreviation for Engineering News Record's Construction Index. The index has been updated weekly since its inception and reflects actual costs of labor (including fringe benefits) and common construction materials, in 20 major U. S. cities. The year 1913 is the base year and has an index of 100.

Project Selection Process - The Problem

When the SFWWMMP was conceptualized, a time table for its gradual implementation was envisioned which would permit the orderly construction of the Master Plan facilities in order to maximize the benefits of the program per dollar expended. However, several significant actions by State and Federal regulatory agencies modified the recommended implementation schedule and caused a revision of the original Master Plan.

In July 1971, the Federal Environmental Protection Agency prescribed as one condition for grant eligibility that proposed treatment works accomplish at least 85 percent reduction of raw sewage five day biochemical oxygen demand (BOD*). However, the EPA retained authority to waive this requirement for a project which would discharge treated wastes into open ocean waters.

Sar Francisco requested that EPA define the discharge location of a proposed North Point outfall to the Bay as "open ocean water" and waive the 85 percent BOD requirement. This request was denied, thereby mandating an accelerated time table for dry weather treatment upgrading.

A separate action, with more far-reaching ramifications soon followed, which was Public Law 92-500, the 1972 amendments to the Federal Water Pollution Control Act. These amendments directed that the Administrator of the EPA prescribe effluent limitations based on secondary level removals for all publicly owned treatment works by July 1977. Although at that time "secondary treatment" lacked official definition, indications were that it would be at least as stringent as the 85 percent BOD removal requirement. In view of the fact that no provision existed for waiver of this new requirement and that it applied to both Ocean and Bay discharges, it became apparent that the time tables suggested for improvement of dry weather facilities outlined by the original Master Plan would be unsatisfactory.

In July 1972, the California State Water Resources Control Board (SWRCB) adopted a Water Quality Control Plan for the ocean waters of the state. This plan, most often referred to as the "Ocean Policy," prescribes toxicity limits for effluent discharges more stringent than those which have been proposed by the Administrator of EPA. Of particular concern to the City was the limitation prescribed for heavy metals, which could not be waived regardless of discharge point.

*BOD is the abbreviation for biochemical oxygen demand; which is the quantity of oxygen used in the biological processes that degrade organic matter under specified conditions.

TABLE D-1

EFFLUENT DISCHARGE REQUIREMENTS

CONSTITUENT/UNITS	OCEAN (1) 50%*	OCEAN (1) 10%*	OCEAN (2) 30 DAY AVG.	OCEAN (2) 7 DAY AVG.	OCEAN (2) DAILY MAX.	OCEAN (2) INST MAX.	BAY (3) 30 DAY AVG.	BAY (3) 7 DAY AVG.	BAY (3) DAILY MAX.	BAY (3) INST MAX.	EPA (4) 30 DAY	EPA (4) 7 DAY
Physical												
Floatables mg/l	1.0	2.0					NONE				NONE	
Grease & Oil mg/l	10	15					10.	-	20.	-	NONE	
Suspended Matter mg/l	50	75	30.	45.	60.	-	30.		45.	60.	30.	45.
% Removal											85%	
Settleable Matter ml/l/hr	.1	.2					0.1	-	-	0.2	NONE	
Turbidity JTU**	50	75									NONE	
		-										
Chemical												
BOD_5 mg/l	NONE		30.	45.	60.	-	30.0	45.0	60.0	-	30.	45.
% Removal			85%				85%				85%	
			50%*	10%*			50%*	10%*				
Arsenic mg/l	.01	.02	.01	.02			.01	.02			NONE	
Cadmium mg/l	.02	.03	.02	.03			.02	.03			NONE	
Chromium mg/l	.005	.01	.005	.01			.005	.01			NONE	
Cooper mg/l	.2	.3	.2	.3			.2	.3			NONE	
Lead mg/l	.1	.2	.1	.2			.1	.2			NONE	
Mercury mg/l	.001	.002	.001	.002			.001	.002			NONE	
Nickel mg/l	.1	.2	.1	.2			.1	.2			NONE	
Silver mg/l	.02	.04	.02	.04			.02	.04			NONE	
Zinc mg/l	.3	.5	.3	.5			.3	.5			NONE	
Cyanide mg/l	.1	.2	.1	.2			.1	.2			NONE	
Phenolic mg/l	.5	1.0	.5	1.0			.5	1.0			NONE	
Total Cl_2 Residual mg/l	100	2.0	-	-	-	0.0	-	-		0.0	NONE	
Ammonia (N) mg/l	40	60	40	60							NONE	
TICH mg/l	.002	.004	.002	.004			.002	.004			NONE	
pH Range	6.0 - 9.0		6.0 - 9.0						6.0 - 9.0		6.0 - 9.0	
Toxicity Various	1.5 (tu) - 2.0(tu)		1.5(tu) - 2.0(tu)						TLM 96 hr=100%			
Biological												
Fecal Coliform MPN/100 ml			200.	400.								
Radioactivity PCI/l			100	-								

FOOTNOTES:

(1) California State Water Resources Control Board - "Water Quality Control Plan - Ocean Waters of California" July 6, 1972.

(2) California Regional Water Quality Control Board, San Francisco Bay Region, Order No. 74-164 NPDES Permit No. CA 0037681 Waste Discharge Requirements for City and County of San Francisco, Richmond-Sunset Plant - December 6, 1974.

(3) California Regional Water Quality Control Board, San Francisco Bay Region, Order No. 74-163 NPDES Permit No. CA 0037664 Waste Discharge Requirements for City and County of San Francisco, Southeast Plant - December 6, 1974.

(4) Environmental Protection Agency - Federal Register Vol. 3S, No. 159, Part II, Water Programs - Secondary Treatment Information.

(*) Constituent values listed below are not to be exceeded percentage of time indicated (50%, 10%).

Commencing October 1972, the San Francisco Bay Regional Water Quality Control Board proceeded to issue a series of Cease and Desist orders to the City and County of San Francisco which directed the City to comply with all dry weather discharge requirements (Federal and State) by September 1977, and to submit plans detailing methods and time frames for such compliance. Table D-1, opposite, summarizes these requirements.

Alternative Compliance Schemes

Recognition of these requirements stimulated investigation of several alternative schemes for first stage implementation of the Master Plan. Basically these schemes included: (1) Construction of a new treatment plant located in the southwestern portion of the City capable of treating all dry weather flows currently being treated at the three separate City-owned treatment facilities. Under this alternative, all other treatment facilities, except the sludge handling facilities at the Southeast WPCP, would be abandoned. (2) The upgrading of the North Point and Southeast treatment plants to secondary treatment levels and improvements to the existing Richmond-Sunset primary facility combined with a new deep-water outfall. (3) The abandonment of the North Point facility and diversion of North Point flows to an upgraded Southeast plant which would treat the combined flows at secondary levels prior to temporary Bay discharge, and improvements to the existing Richmond-Sunset primary facility. Under this scheme, the combined North Point and Southeast effluent would ultimately be transported across town where it would be combined with effluent from the Richmond-Sunset facility prior to deep-ocean disposal. (4) The fourth alternative scheme evaluated, and ultimately selected, was a modification of Alternative 3. This alternative differs from Alternative 3 only in that it features the retention of the North Point treatment facility for treatment of wet weather flows on an interim basis.

The alternative which was selected as the most attractive emerged from evaluation of the economic and environmental ramifications of each alternative. This selection process is reported in detail within the SFWWMMP, Supplement I, published May 15, 1973, which is available for review at the offices of the Department of Public Works, City and County of San Francisco.

The decision to construct secondary treatment facilities necessitated an investigation to determine the most satisfactory treatment method available. Methods thought capable of achieving treatment levels required by the respective regulatory agencies divided themselves into two broad categories: physical-chemical processes and biological treatment processes. In order to determine the method most capable of reliably achieving compliance with existing and anticipated discharge requirements, the City initiated a comprehensive pilot plant study.

NORTH POINT – SOUTHEAST
CAPITAL AND OM&R COSTS AND AREA REQUIREMENTS FOR SELECTED PROCESS TRAINS

PROCESS TRAINS	REQUIRED AREA IN ACRES	ESTIMATED[1] COST[2] CAPITAL IN $1,000	OM&R IN $1,000
STATE OCEAN DISCHARGE STANDARDS			
Train A-1 (Air Activated Sludge)	70	$ 63,590	$ 4,270
Train A-2 (HPO Activated Sludge)	60	58,280	3,910
Train A-3-A (Alum PP/C)	55	42,780	6,410
Train A-3-F (Ferric PP/C)	55	40,850	6,650
EPA DISCHARGE STANDARDS			
Train B-1 (Air Activated Sludge)	70	63,590	4,270
Train B-2 (HPO Activated Sludge)	60	58,280	3,910
Train B-3-A (ALUM TP/C)	70	94,120	9,880
Train B-3-F (FERRIC TP/C)	70	92,050	10,140
Train B-4-A (Alum TP/C with Lime Treatment)	100	140,380	12,730
Train B-4-F (Ferric TP/C with Lime Treatment)	100	138,450	12,970
RWQCB TENTATIVE BAY DISCHARGE STANDARDS (3)			
Train C-1 (Air Activated Sludge with Filtration)	80	82,100	4,920
Train C-2 (HPO Activated Sludge with Filtration)	70	78,330	4,580
Train C-3-A (Alum TP/C)	70	94,120	9,880
Train C-3-F (Ferric TP/C)	70	92,050	10,140
Train C-4-A (Alum TP/C with Lime Treatment)	100	140,380	12,730
Train C-4-F (Ferric TP/C with Lime Treatment)	100	138,450	12,970

(1) Order of magnitude level cost estimate.

(2) Systems and facilities to result in complete operating treatment plant, including but not limited to administration building, maintenance building, laboratories, piping, plumbing, electrical, instrumentation and control, site work and landscaping.

(3) RWQCB Tentative Bay Discharge Standards have never been adopted. Existing requirements do not require filtration.

Treatment Process Evaluation

The pilot plant field work which was conducted by CH_2M-Hill was completed in May 1974. The four volume report, which was completed in December 1974, is available for review at the offices of the Department of Public Works.

The initial objective of the Pilot Plant Program was to quantify influent constituent characteristics in order to evaluate removal efficiencies of various treatment processes. Candidate processes were selected which could potentially meet existing and anticipated discharge requirements for both the Bay and the Ocean. The feasibility of producing an effluent usable for irrigation, industrial reuse, or ground water recharge was also invstigated.

Economic Evaluation of Treatment Processes

The economic analysis, conducted as part of the total program, was designed to identify comparative costs and land requirements for each incremental process "building block" in order to compare the costs of alternative process trains which are capable of meeting discharge requirements. Table D-2, presents these data. Costs were established based on January 1974 total percent value costs (capital plus operation and maintenance) assuming a 5.625 percent interest rate, phased construction and a 20-year O/M life. The estimates are intended for comparative use only and do not include the cost of the land, the value of existing facilities, owner relocation, or subsoil considerations. The land requirements identified in the table are for configurations assuming no land constraints and, as such, do not reflect minimal area requirements which could result from less expansive configurations of the processes evaluated. Nevertheless, the omission of these factors does not affect the relative ranking of the order of magnitude estimates displayed in Table D-2, opposite.

Results of the Pilot Plant Study led the City engineering staff to conclude that the best apparent method would be the construction and operation of a High Purity Oxygen Biological Secondary Treatment System to follow primary treatment. Separate alternative location studies, detailed in a separate chapter of the Master Plan EIR/EIS entitled "Alternatives to the Recommended Project," led to the conclusion that the best apparent location for this project was adjacent to the existing Southeast Treatment Plant facilities.

☆ U S GOVERNMENT PRINTING OFFICE 1976 690–033/5096

Rx

Advisory Council
On Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

April 7, 1976

Mr. James H. Price
Area Director
Department of Housing and Urban
Development
San Francisco Area Office
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Price:

This is in response to your request of March 30, 1976 for comments on the draft environmental statement (DES) for the Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco, California. The Advisory Council has reviewed the DES and has subsequently discussed the proposed undertaking with staff to the California State Historic Preservation Officer. Based on that review and those discussions, it appears the project will not effect properties included in or eligible for inclusion in the National Register of Historic Places. According, we have no further comment to make at this time.

Sincerely yours,

Louis S. Wall
Assistant Director, Office
of Review and Compliance

The Council is an independent unit of the Executive Branch of the Federal Government charged by the Act of October 15, 1966 to advise the President and Congress in the field of Historic Preservation.

Rx 4/8/76

SPUR

April 7, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U.S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, CA 94111

Dear Mr. Adams:

SPUR has reviewed the Draft Environmental Impact Statement Phases II and III of the Residential Development of the Hunters Point Redevelopment Area. We generally support completion of the Hunters Point project and have no specific comments on the EIR.

Sincerely,

MICHAEL S. McGILL
Associate Director

cc: Mayor's Office of Community Development

San Francisco Planning and Urban Renewal Association • 126 Post Street, San Francisco 94108 • 781-8726

DEPARTMENT OF HEALTH, EDUCATION, AND WELFARE
REGIONAL OFFICE
50 FULTON STREET
SAN FRANCISCO, CALIFORNIA 94102

OFFICE OF
THE REGIONAL DIRECTOR

OFFICE OF ENVIRONMENTAL AFFAIRS

April 9, 1976

Mr. George B. Adams
Environmental Staff 9.1 SE
U.S. Department of Housing
and Urban Development
One Embarcadero Center
Suite 1600
San Francisco, California 94111

RE: Draft Environmental Impact Statement Phases II & III of the Residential Development of the Hunters Point Redevelopment area in San Francisco, California.

Dear Sir:

The above Draft Environmental Impact Statement has been reviewed in accordance with the interim procedures of the Department of Health, Education and Welfare as required by Section 102 (2) (c) of the National Environmental Policy Act, PL 91-190.

The material provided appears to describe adequately the impacts of the proposed action as well as the alternatives that were presented. The major concerns of this department are related to possible impacts upon the health of the population, services to that population and changes in the characteristics of the population which would require a different level or extent of services. Our review does not identify problems related to these specific concerns.

The opportunity to review this statement was appreciated.

Sincerely,

James D. Knochenhauer
Regional Environmental Officer

cc: OS/OEA
CEQ

OFFICE OF
CHIEF ADMINISTRATIVE OFFICER

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SFAO

THOMAS J. MELLON
CHIEF ADMINISTRATIVE OFFICER

289 CITY HALL
SAN FRANCISCO
CALIFORNIA 94102
415/558-4851

20 April 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U.S. Department of Housing
and Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

Thank you for the opportunity to comment on the Draft Environmental Impact Statement Phases II and III of the Residential Development of the Hunters Point Redevelopment Area.

Inasmuch as this office has no direct responsibilities for the construction of City housing or its management, the comments herein are confined to the proposed projects impact on the CAO's Departments of Public Health and Public Works. The sections of this draft EIS covering Public Works' road and sewage collection and treatment concerns are accurate. So are the sections on Public Health facilities and services. Thus, I have no objections to the comments made on either Public Works or Public Health's concerns.

As copies of the draft statements have been forwarded to both the directors of the Public Health and Public Works Department, additional comments may be forthcoming from these two departments.

Very truly yours,

Chief Administrative Officer

cc: Arthur Evans
Executive Director
Redevelopment Agency

9.15E

VETERANS ADMINISTRATION
DEPARTMENT OF VETERANS BENEFITS
WASHINGTON, D.C. 20420

Date:

In Reply Refer to: 262

Mr. James H. Price
Area Director
U. S. Department of Housing and
Urban Development
San Francisco Area Office
One Embarcadero Center, Suite 1600
San Francisco, CA 94111

SUBJECT: DRAFT ENVIRONMENTAL IMPACT STATEMENT PHASES II AND III OF THE RESIDENTIAL DEVELOPMENT OF THE HUNTERS POINT REDEVELOPMENT AREA IN SAN FRANCISCO, CALIFORNIA

Dear Mr. Price:

This will acknowledge receipt of the above named draft environmental impact statement.

We noted that a copy was also furnished our San Francisco Regional Office. Its personnel, being more familiar with the particular area involved, will review the draft and provide any comments as necessary.

Sincerely yours,

Rufus H. Wilson

RUFUS H. WILSON
Chief Benefits Director

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"To care for him who shall have borne the battle, and for his widow, and his orphan."– ABRAHAM LINCOLN

April 22, 1976

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SFAO

Mr. George Adams
U.S Dept. of Housing & Urban Development
1 Embarcadero Center
San Francisco.

Dear Mr. Adams;

Because the League of Women Voters of San Francisco has not had a housing chairman for the past two years, we do not feel qualified to comment on the Hunter's Point draft EIR.

We appreciate receiving the document. I hope to be able to catch up on the housing situation in San Francisco and fill the gap on the LWVSF Board.

Respectfully.

Betty Slaughter
Housing Chm, LWVSF.

BAYVIEW - HUNTERS POINT
COMMUNITY COORDINATING COUNCIL
100 Whitney Young Circle, San Francisco, California 94124

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April 21, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U. S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111
(415) 556-6642

Dear Mr. Adams:

The Environmental Impact Statement prepared for Phases II & III of the Hunters Point redevelopment area arrived from your office for our review. We are aware that the production of housing in this community has been made infinitely more difficult by the need to develop more intensive studies in specific areas like these. We are wholly supportive of this report because of the unique influence and direction this community has given to the quality, style and contents of its new housing. These intermidable efforts have produced housing that in appearance alone is comparable if not better than others in the same cost range.

Consequently, we concur with your report.

Sincerely,

Shirley Jones

Shirley Jones
Chairman

BAYVIEW - HUNTERS POINT JOINT HOUSING COMMITTEE
201 Southridge Road
San Francisco, California 94124
(415) 648-7793

Mrs. Elouise Westbrook, Chairman
Mr. Ernie Lowe, Vice Chairman

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April 21, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U. S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111
(415) 556-6642

Dear Mr. Adams:

I have reviewed a copy of a draft of the Environmental Impact Statement for Phases II and III, Hunters Point prepared by your office for public review and approval.

I think you have done a wonderful job in the preparation of this very important document. The Joint Housing Committee has no comments to make.

Sincerely,

Elouise Westbrook

Elouise Westbrook
Chairperson

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APR 23 1976
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SFAO

April 21, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U. S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111
(415) 556-6642

Dear Mr. Adams:

On April 6, 1976 I received from your office a copy of the Hunters Point Phases II and III Environmental Impact Statement report. I commend you for your effort to provide the public with a full documentation on all question of relating to the environment. This project has had the guidance and the endorsement of many governmental agencies and the immediate community. Therefore, cannot see environmental problems, and whoever does holds them to be in an extreme minority. No doubt there are a few extremists who would feel otherwise. However, I recognize the need for this housing, and your report discusses how it is being done in an environmentally sound manner.

I hope I live to see its completion.

Sincerely,

B. Freeman

Bertha Freeman

STATE OF CALIFORNIA—BUSINESS AND TRANSPORTATION AGENCY EDMUND G. BROWN JR., Governo

DEPARTMENT OF TRANSPORTATION
P. O. BOX 3366 RINCON ANNEX
SAN FRANCISCO 94119
(415) 557-1840

April 23, 1976

04-SF-230

Mr. George B. Adams
Environmental Staff 9.1 SE
U. S. Department of Housing &
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, CA 94111

Dear Mr. Adams:

This is in response to your referral of Draft Environmental Impact Statement (DEIS) for Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco, California.

We have reviewed the DEIS and consider it to be adequate insofar as functions and responsibilities of the California Department of Transportation are concerned. However, we suggest a change in the first paragraph on Page II-21 to reflect the fact that the California Highway Commission adopted a resolution, on October 15, 1975, declaring its intention to consider rescinding the State Highway Route 230 route adoption. Actual rescission of the adoption has not yet occurred.

Sincerely yours,

T. R. LAMMERS
District Director

By Bachtold
B. C. BACHTOLD
Deputy District Director

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ENVIRONMENTAL BRANCH
SFAO

Response to Comments from B. C. Bachtold
Deputy District Director
California State Department of Transportation

The text has been corrected to reflect your comments.

DEPARTMENT OF DEFENSE
UNITED STATES OF AMERICA

DEPARTMENT OF THE ARMY
SOUTH PACIFIC DIVISION, CORPS OF ENGINEERS
630 Sansome Street, Room 1216
San Francisco, California 94111

REPLY TO
ATTENTION OF:

RECEIVED
APR 26 1976
U. S. DEPT. HUD
ENVIRONMENTAL BRANCH
SFAO

SPDPD-R

23 April 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U.S. Department of Housing and Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

This is in response to your letter of 30 March 1976 in which you requested Corps of Engineers review and comments on the draft environmental impact statement for Phases II and III of the residential development of the Hunters Point Redevelopment Area. In accordance with our review procedures, this shall serve as the consolidated response of the District Engineer, San Francisco, and the Division Engineer, South Pacific.

The proposed plan does not conflict with existing or authorized plans and responsibilities of the Corps of Engineers. We would, however, like to offer the following comments:

1. Pages II-58 and D-1 indicate that the City's treatment facilities are overtaxed when rainfall intensities reach 0.02 inch per hour. It is questioned if 0.02 inch per hour should refer to rainfall or rainfall excess (runoff) intensities.

2. Page II-61 indicates that co-mingling wastewaters will bring storm water and diluted sewage to the street and could produce a health hazard. Since this could be a fairly frequent occurrence, it is suggested that this impact be presented in the Table in Part IV.

Thank you for the opportunity to review and comment on this draft EIS.

Sincerely yours,

ROBERT M. RUFSVOLD
Colonel, CE
Deputy Division Engineer

Copy furnished:
District Engineer, San Francisco,
ATTN: SPNED

Response to Comments from Robert M. Rufsvold, Colonel CE
Deputy Division Engineer
Department of the Army, South Pacific Division
Corps of Engineers

1. The 0.02 inch per hour refers to rainfall throughout the City,

2. The noted overflow impact of bringing the comingled wastewater and diluted sewage to the street might occur if it is found that the connection to the smaller existing sewer lines creates a surcharge effect.

   The potential problem is undergoing study by the city as noted on Page II-62. At this time the results of these studies are unknown, but whatever they are - appropriate steps will be taken to insure this potential adverse impact will not occur. Hence, it is not included as a probable adverse impact in the Table in Part IV, but it was raised in the text as a possible adverse impact.

ARTHUR F. EVANS, Executive Director

JOSEPH L. ALIOTO, Mayor

Walter F. Kaplan, Chairman
Francis J. Solvin, Vice Chairman
Stanley E. Jensen
Joe Mosley
James A. Silva

SAN FRANCISCO REDEVELOPMENT AGENCY
939 ELLIS STREET • SAN FRANCISCO 94109
ADDRESS MAIL TO POST OFFICE BOX 646 • SAN FRANCISCO, CALIFORNIA 94101

(415) 771-8800

REFER TO:

April 29, 1976

403-3976-128

Mr. George B. Adams
Environmental Staff 9.1SE
U. S. Department of Housing and
Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

Attached are comments on the draft Environmental Impact Statement for Phases II and III of the Residential Development of the Hunters Point Redevelopment Project. Our comments are catalogued according to page and paragraph numbers used in the report and we are enclosing one copy of the draft noting typographical errors that should be corrected. This correspondence includes comments from both Mr. Morris Phillips and Mr. Joseph Belcher of this Agency.

If there are questions please contact Mr. Earl P. Mills at 826-9400.

Sincerely,

Arthur F. Evans
Executive Director

cc: Mr. James Jaquet
Director of Community
Development

Comments On The Draft EIS For Phases II and III
Of The
Hunters Point Redevelopment Project

1. Page vii

   There are four child care centers in operation in the project at this time. Also, there have been no HUD public housing modernization funds utilized in the Hunters Point project.

2. Page I-1

   Paragraph 1

   The housing program to be utilized in Phase II is 221 (d) (4).

   Paragraph 2

   A commitment for Section 8 to Phase II was made by HUD on July 10, 1974.

3. Page I-1

   PHASE II HOUSING CONSTRUCTION SCHEDULE

   Construction will start on Sites D and E in July, 1977 and on Site C in February, 1978.

4. Page II-1

   Paragraph 2

   Whitney Young Neighborhood Facility is correctly called the Hunters Point Neighborhood Facilities Building.

5. Page II-4

   Paragraph 3

   The 191 deteriorated public housing units that will be demolished are located throughout the public housing area rather than just along the southwestern border of the Hunters Point project.

6. Page II-5

   Paragraph 2

   The utilization of such terms as "appalling lack of scale" and "overbearing sense of oppressiveness" in describing Phase I housing is a subjective evaluation and should be avoided.

   Paragraph 3

   The phrase "developer of Hunters Point" was probably intended to say "development of Hunters Point."

7. Page II-18
   Paragraph 2

   The collector loop system includes not only extensions of Hudson and LaSalle Streets, but Cashmere and Ingalls Streets as well.

8. Page II-20
   Paragraph 1

   All of the public housing units at the southeastern corner of the project are not to be removed. Only 108 of the 191 units will be demolished.

   Paragraph 2

   The Agency staff is now working with the Department of Public Works to correct the traffic lighting system on Third Street to better reflect needs.

9. Page II-22
   Paragraph 2

   Again,Ingalls and Cashmere should be included in any listing of collector streets.

10. Page II-24
    Paragraph 4

    The enrollment figures for the child care centers should state that "each" child care center has 62 students.

11. Page II-25
    Paragraph 4

    John Hale Mental Health Service is located at 4301 Third Street.

12. Page II-26
    Paragraph 1

    The Family Planning Clinic also includes a venereal disease program.

13. Page II-27
    Paragraph 1

    The Palou-Jennings facility is a park, not a playground.

    Paragraph 7

    The Hunters Point Community Youth Park is incorrectly called the "Bayview-Hunters Point Youth Park" in the report.

Paragraph 8

The report incorrectly refers to the Hunters Point Neighborhood Facilities Building as the Whitney Young Community Center. This facility is operated by the City and County of San Francisco rather than the Department of Park and Recreation.

14. Page II-28
    Paragraph 2

    The proposed Candlestick Shoreline State Park will serve the entire Bay region rather than just the residents of southeast San Francisco.

    Paragraph 5

    We question whether a description of Anna Waden Library should be included in a section entitled "The Arts."

15. Page III-32
    Paragraph 3

    The legal speed limit on some sections of Third Street is 25 m.p.h.

16. From this point through Page 35 the Roman numeral page numbers are incorrect.

17. Page II-33
    Paragraph 3

    The statement on the proposed land uses in the project should include schools.

18. Page II-41
    Paragraph 2

    All relocation from the 32 barracks buildings will be completed in late 1977 rather than late 1976 as shown.

19. Page II-53

    ANTICIPATED IMPACTS - No. 6

    The large retaining walls will be designed and reviewed by qualified structural and soils engineers.

20. Page II-63
    Paragraph 2

    Arthur Avenue has been renamed Cargo Way.

    Paragraph 4

    The first sentence of this paragraph should be changed to indicate that India Basin Industrial Park will generate "30 to 40 jobs per acre, or 2700 to 3600 in all."

21. Page II-66

This paragraph should be entitled "Summary."

22. Page IV-1

Another "Significance" of the increased landscaping is the planting of street trees and median greenery on numerous streets.

Response to Comments from Arthur F. Evans
Executive Director
San Francisco Redevelopment Agency

All of the noted comments have been corrected in the text of the final document.

SAN FRANCISCO DEPARTMENT OF CITY PLANNING 100 LARKIN STREET · SAN FRANCISCO, CALIFORNIA 94102

3 May 1976

Mr. George B. Adams
Environmental Staff 9.1 SE
U.S. Department of Housing and Urban
Development
One Embarcadero Center, Suite 1600
San Francisco, CA 94111

Dear Mr. Adams:

Pursuant to Section 31.05(d) of the San Francisco Administrative Code, which provides that "... where projects are to be carried out or approved by the State and Federal governments within the City and County, the Department of City Planning shall provide consultations and comments for the City and County to the other government agencies...," please find below comments on the Draft Environmental Impact Statement, Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco, California, HUD-R09-EIS-76-2D.

Page i - There has never been a "special slaughter-house district" in San Francisco. Prior to 1960, the area known as "Butchertown" had no restrictions on land use.

Page II-1, paragraph 1 - The Hunters Point Plan was approved by the San Francisco Planning Commission on 12 December 1968. The Board of Supervisors approved it 20 January 1969, by Ordinance No. 25-69.

Page II-2, Para. 1, line 9 - Data should be given to support the statement reguarding "highest owner-occupied ratios."

Para. 2 - Some indication is needed as to (1) the number of temporary units and families removed by government action; (2) the number of units and families displaced able to relocate in the project area; (3) the number of community people able to locate in the project area; and (4) the number of other individuals deplaced by government action able to locate in Hunters Point Redevelopment Project area.

Page II-3, Para. 1 - Incorrect and misleading. Data from Department of Public Works traffic counts indicate that Highway 280 did not absorb a significant amount of traffic from Third Street. Traffic problems on Third Street remain. They are: (1) truck traffic, (2) automobiles, (3) traffic travelling on the east-west streets, and (4) traffic generated by Candlestick.

Statements about the commercial use of Third Street are misleading. Shopping activities on Third Street are impeded by severe traffic problems. This would make the area uncompetitive with other shopping areas. A statement of conditions along Third Street is needed. When was the "recent field inspection" conducted.?

Para. 2 - A full citation is needed for the 1971 study.

Page II-4, Para. 1 - Would'nt increased assessed valuations increase rents, as well as taxes? What would be the effect of these increases on residents?

Para. 3 - Needs more documentation. Increased patronage of Third Street commercial area may not be significant to real economic growth, but the entire question of whether the additional people will shop there needs further consideration. Competition becomes a major factor as well as transportation to other commercial areas.

Para. 5 - People living in the neighborhood are particularly concerned about construction safety measures to be adopted.

Page II-5, Para. 2 - Last sentence should read "... officials of the Public Works Department, however, indicate that the design of the expanded plant will be directed toward the elimination of odor.

Para. 3 - Tall buildings at the tops of hills are not necessarily a problem. According to the Urban Design Element of the Comprehensive Plan for the City and County of San Francisco: "Tall, slender buildings near the crown of a hill emphasize the form of the hill and preserve views." (page 32) and "Larger, taller buildings can blend pleasantly with small-scaled areas if the change in scale is not excessive and if their form or surface pattern is articulated to reflect the existing scale." (page 33).

Para. 4 - Schools are not good barriers between industrial and residential areas because of noise and air pollution.

Para. 6 - Limitations on the use of this land impoased by the Navy affect potential uses.

Page II-7 to II-9 - Education: the Human Rights Commission is concerned that programs of proven value funded under the Model Cities Act not be allowed to terminate when funding expires.

Page II-10, Para. 4 - The City College fault is not considered to be active (see the San Francisco Seismic Safety Investigation, John A. Blume, 1974). The last sentence may mislead people who do not understand that it is not possible to mitigate all the effects of a 1906-type earthquake.

Page II-11, Para. 1 - Eucalyptus trees are native to Australia not California.

Para. 2 - Birds, insects, spiders, soil organisms, etc. are surely present in this area described as having nothing but "rodents."

Page II-12, Para. 3 - Group I wastes should be defined for the reader unfamiliar with this term.

Page II-16, Para. 1 - Appears to contradict page II-12 statement that no Group I wastes would be involved.

Page II-17, Para. 1 under Expected Impacts - It is statistically unlikely that estimates can be made meaningfully to five significant figures.

Page II-20, Para. 1 - The proposed Shoreline Park Boulevard should be mentioned.

Para. 1, line 9 - "... 16,000 vehicles per day and a peak hour count of approximately 1,000 vehicles per hour and does not reflect..." See attached traffic count.

Page II-21 - Public Transportation: Residents have already complained about the service of public transportation to the area. The implied assumption that it is adequate needs documentation. If community people are correct, there is more impetus for people to drive instead of using public transportation. In addition, if people use sutomobiles, this would have an effect on the Third Street commercial area.

Last paragraph, 3rd sentence - This is not necessarily so. If additional ridership necessitated additional buses, this would increase MUNI costs.

Page II-22, Para. 2 - The San Francisco Department of Public Works does not anticipate any problems with vehicles turning left or right onto or off Third Street at the intersections of Third Street with Hudson or Newcomb Avenues. Traffic at the intersection of Third Street and La Salle Avenue may warrant the installation of traffic signals.

Page II-23 - Police Protection: More documentation is needed since community residents have complained about police response time. For this reason, community residents have recommended that the police station presently located at Third and 20th Streets be located in the heart of the Bayview District. Such an idea has not met with wide approval from the Police Department.

The Human Rights Commission would like to know whether or not the San Francisco Housing Authority would continue to provide auxiliary police and services after the completion of Phases II and III.

Page II-24, Last sentence - Differences in perception of the impacts of preschool children should be indicated. Neighborhood residents of the Phase I project area feel that at least two day-care centers should be planned.

Page II-28, Para. 2 - The Shoreline Park is being planned to include the southern shoreline of Hunters Point Shipyard.

Para. 4 - Navy shipyard has many of these facilities which could be returned to use.

Para. 5 - The importance of the library as a community facility should be mentioned.

Page II-30 - The actual figures for the number of days that the area has exceeded the ambient air quality standard levels should be given rather than a vague statement such as "small".

Page II-32 to Page II-35 - Note incorrect pagination.

Page II-32, Paras. 2 and 3 - What is a "normally acceptable" noise level?

VEHICLE COUNTS ON 3rd ST

CITY & COUNTY OF SAN FRANCISCO
TRAFFIC ENGINEERING DIVISION

Str 4631

DAY & DATE*	Wed, 8 4, 1971	Thurs, 8 5, 1971	, , 19	, , 19
WEATHER & MISC.	Clear	clear		
DIRECTION	North BOUND	South BOUND	BOUND	BOUND
LOCATION	S OF Evans	S OF Evans	OF	OF
PERIOD ENDING	VEHICLES COUNTED			
FULL HR 8 AM	803 ⊥	407		
9	476	396 ↓		
10	431	435		
11 AM	481	400		
NOON	479	589		
1 PM	511	558		
2	579	593		
3	576	581		
4	598	758		
5	630	1004		
6	447	746		
7	254	355		
8	245	253		
9	219	276		
10	186	222		
11 PM	176	192		
MIDN.	123	190		
1 AM	68	182		
2	52	98		
3	41	70		
4	33	32		
5	35	37		
6	71	55		
7AM	375	278		
24-HR. TOTAL	7889T	8707T	16,596	
1/4 HR. 7:15AM	153	107		
:30	216	103		
:45	244 803	106 407		
8:00	190	91		
:15	146	101		
:30	118	98		
:45	119	88		
9:00 AM	93	109		
1/4 HR. 4:15 PM	168	261		
:30	186 680	239 1004		
:45	201	247		
5:00	125	257		
:15	126	243		
:30	114	209		
:45	114	163		
6:00 PM	93	128		

* Horizontal Bar on Arrow "⊥" Identifies Beginning Of Count On Date Shown At Head Of Column.

Page II-33 - More information on noise from the PG&E power plant and distance from plant to development is needed to justify statements on impact of noise levels on the potential development.

Page II-36 - ECO-3 should be explained.

Page II-41, Paras. 3 and 4 - The correct name of the plant is the Southeast Water Pollution Control Plant, abbreviated SEWPCP. The Mendell Outfall has been closed.

Page II-43 - Entire section on San Francisco Wastewater Master Plan needs to be updated. Much of Implementation Project #1 has been superseded.

Page II-45, Para. 2 - Change 84 to 50. Boundaries have been changed. North boundary is now Evans Avenue, not Islais Creek.

Page II-48 - Some of the percents used to describe the concentration of Blacks in the area differ from City Planning Department figures. This can probably be explained by the area used for analysis. Nevertheless, the question of impaction is not adequately addressed. From all descriptions used, the area could be considered impacted. The area is predominantly low-income, Black, and contains a high number of subsidized housing units. The proposed project would increase these factors. Even the market rate housing would probably have a disproportionate number of minorities. The desirability of the area to residents of other parts of the City is the real question. The area probably could not compete with other areas of the City with comparable economic advantages.

Page II-49. Para. 3 - Housing Impaction: The Human Rights Commission concurs with the view expressed regarding the replacement of blighted housing.

Line 3 - Change "affect" to "effect".

Page II-52 - Poorly reproduced map.

Soils and foundation problems on the Ridge have been a community concern for quite some time. Mitigation measures should include exactly what is being done to alleviate anticipated impacts.

Page II-53 - It is impossible to tell whether items 5 and 6 would actually be implemented.

Page II-55, Para. 1, line 2 - Something should follow the word "originating" to make the sentence clear.

Items 4 and 5 - Same as comments on page II-53.

Page II-56 - "Quinn".

Page II-59 - Entire page needs to be updated, including figures.

Map is outdated, many retention basins have been eliminated in favor of transport/storage sewers. The Richmond-Sunset Plant will continue to operate as a primary plant until secondary treatment capacity is provided at the proposed Southwest Water Pollution Control Plant.

An updated schedule for improvements is given below.

A summary of the schedule for Stage I improvements is as follows:

Element	Cost ($ mil)	Estimated Completion Date
Southeast Plant Solids Handling	10.0	6/80
Richmond-Sunset Plant Interim Improvements	0.2	7/78
Southeast & North Point Interim Improvements	1.4	6/80
Pilot Plant & Toxicity Studies	1.7	6/74
Transport System-North Point-Southeast	23.5	6/78
Southeast Primary Plant Expansion	24.7	6/80
Secondary Facilities for Southeast Flow	28.0	6/80
Secondary Facilities for North Point Flow	36.0	6/80
Lake Merced 2-Mile Outfall	30.0	4/81
Westside Transport System	140.0	1/80
North Shore Wet Weather Transport (transport to North Point & Southeast)	120.0	1/80
Total	$415.5	

Copies of EIRs for implementation elements II-VII of the San Francisco Wastewater Management Master Plan are attached for your information about the current status of the Plan.

Page II-63 - Employment Opportunities: The Human Rights Commission concurs that the reestablishment of Hunters Point Shipyard offers the best opportunity for residents of the area.

Page II-64 - Figures on San Francisco Executive Park are: 853,000 square feet of office space, 140,000 square feet of convention/restaurant space and shops, 118,000 square feet of hotel, and parking for approximately 3,900 vehicles.

Para. 5, line 2 - "Person-years" is preferable to "man-years".

Para. 6 - Restrictions on the use of Hunters Point Naval Shipyard should be mentioned.

Page II-65 - No mention is made of the Port proposal for a railroad into the shipyard through the proposed park.

Para. 3, line 10 - "22,000 permanent jobs".[2]

Page II-66, Para. 2 - Park boundary may include south shoreline of shipyard at the same time.

Page II-67 - Why can't Third Street become a "glamour street"? This is what the neighborhood residents would like.

Page VI-1, Para. 2 - The term "person-power" is preferable to "man-power".

A-3. H. Welton Flynn is no longer president.

D-1. Appendix D needs update.

General Comments not related to specific passages in the DEIS follow.

There should be a section on the controversiality of the proposed project or at least some description of problems with the project noted by community residents and others who live in San Francisco.

According to the Department of Recreation and Parks, the Whitney Young Community Center was never operated by that Department. Part-time recreation staff was provided but this has recently been withdrawn at the request of the neighborhood. The renovation of Joseph Lee Recreation Center is complete but additional outdoor play facilities will be provided using Community Development funds. The improvements to the Milton Meyer Recreation Center and the Hunters Point Gym to be financed from the same source are now in the planning stages.

Recent improvements in or adjacent to the Hunters Point Redevelopment Project have materially improved the recreation opportunities of area residents since the Phase I Redevelopment Plan was approved. Upon completion of such projects as the Galvez Playground, the covering of the Martin Luther King Pool and Ridgeton Park, together with any additional open spaces that will be provided as a result of Phases II and III, the number of facilities in this neighborhood should be adequate to meet user demand.

The Department of Public Health anticipates that residents of the Bayview-Hunters Point community may be confronted with the following potential public health hazards, reduction or mitigation of which required concurrent action by both City agencies and the construction industry involved.

1. The PG&E power plant located north of project site produces noise which exceeds the Community Noise Level of Section 2909 of the San Francisco Noise Ordinance. It is urged that adequate noise attenuation provisions be incorporated into the land use and design development of all new construction in both Phases II and III of the project.

2. Noise, air pollution, and attractive nuisances created during demolition and construction phases may pose a hazard to community residents. All applicable code provisions concerning noise control, dirt and debris spillage on streets, and unauthorized access onto dangerous areas of construction sites should be strictly enforced.

3. Conversion from existing water supply tank to new supply facilities may involve considerable disturbance of existing water mains and installation of new ones, possibly to the detriment of residents remaining in the ridge top Phase III section of the project. Every precaution should be taken to assure that these residents continue to receive a potable water supply, free of bacterial contaminants and excess suspended sediment.

4. Construction of a new sewerage system, consisting of combined sewage wastes and storm water drains, may overburden the receiving collection system surrounding the project into which redevelopment area waste will flow. City agencies are urged to study the need for upgrading of this collector system, and make the necessary corrections to assure that sewers are not overloaded during peak run-off periods. This may avoid the hazards of flooded intersections and backed up house wastes in low elevation areas.

Based upon a review of the subject statement by the Transit Planning Section of the Municipal Railway, it has been determined that those MUNI routes servicing the project should not be significantly impacted. Existing patronage and capacity profiles of the affected routes were analyzed in order to determine if there would be sufficient capacity to accommodate the anticipated demands. The analysis indicated that transit capacity would exist to meet the patronage generated by the project.

According to the Police Department, the proposed project could result in a decrease of 17 incidents per year reported to the police.

The Fire Department, the San Francisco Unified School District and the Office of Emergency Services have no comments on the DEIS.

Thank you for the opportunity to comment on this EIS.

Sincerely yours,

Selina Bendix

Selina Bendix, Ph.D.
Environmental Review Officer

cc: Gilbert H. Boreman, Clerk of the Board of Supervisors
Andrew C. Caspar, Chief of Department, Fire Department
Francis J. Curry, M.D., Director of Public Health
Arthur Evans, Executive Director, Redevelopment Agency
James J. Finn, Director of Transportation, Public Utilities Commission
James P. Jaquet, Director, Mayor's Office of Community Development
Edward P. Joyce, Director, Office of Emergency Services
Gordon Lau, President, San Francisco Planning Commission
Grant S. Mickins, Director, Human Rights Commission
Milton F. Reiterman, Associate Superintendent,
  San Francisco Unified School District
John J. Spring, General Manager, Recreation and Parks Department
S. Myron Tatarian, Director of Public Works

Response to Comments from Department of City Planning

Page i - Corrections noted and incorporated in text.

Page II-1 - Data incorporated in text.

Page II-2, Para. 1, line 9 - See table on page II-2a added for clarification

Page II-2, para. 2 - This paragraph refers to public housing units outside the area covered by this EIS; the removal of these units is under the direction of the San Francisco Housing Authority. The section on relocation and on historical perspective offers data on demolition of temporary buildings and relocation of families and individuals.

Page II-3, Para. 1. - Text amended. The "recent field inspection" was conducted on March 2, 1976.

Para. 2. - Citation added by means of a footnote.

Page II-4, Para. 1 - Text clarified.

Para. 3 - This is a desired impact concluded from the text discussion.

Para. 5. - Agree

Page II-5, Para. 2 - Text clarified.

Page II-5, Para. 2 - Qualification included.

Para. 3 - The Urban Design Element's views are not in question and do not apply here where the buildings are three stories high (not tall and slender), and atop steep slopes, not a hill.

Para. 4 - The industrial development anticipated will not cause unacceptable noise or air pollution.

Para. 6 - Navy land limitations are known to affect use of the land.

Page II-7 to II-9 - The concern of the Human Rights Commission is understandable. The program is encompassed within the Community Development Block Grant Program and decisions relating to its continuation rests with the City and County of San Francisco.

Page II-10, Para. 4. - Note on City College fault and comment regarding mitigation incorporated into the text.

Page II-11, Para. 1 - Incorporated into text.

Para. 2 - Text expanded.

Page II-12, Para. 3. - Short definition is included in paragraph 1 and the State Water Resources Control Board definition is included on page (II-16).

Page II-16, Para. 1 - This refers to disposal of all solid waste from the City and County of San Francisco (some of which is Group I), whereas the text of paragraph 3, page II-12 refers to solid waste anticipated as a result of the development of Phases II and III of Hunters Point - none of which is anticipated to be Group 1.

Page II-17, Para. 1. - Data obtained from recent Solid Waste Study prepared for the City. Text has been amended.

Page II-20, Para. 1 - We presume this Boulevard is High 230 which is discussed at the bottom of the page.

Para. 1, line 9 - Data added to text.

Page II-21 - The EIS does not imply that the service is adequate, but simply that it is provided. As more people move into the area, it is reasonable to assume some increased patronage, though obviously no assurance of it.

Last Para., third sentence - Additional patronage could require additional busses, but the point is that the continued provision of adequate service should result in less per capita reliance on the automobile.

Page II-22, Para. 2 - Information added to text.

Page II-23 - The EIS indicates that the present facility is old and obsolete and its location raises doubt at to its ability to provide quality service to the Hunters Point Neighborhood. Officer Bernardini of the San Francisco Police Department's Planning and Research Bureau indicated that the cost of a new station would be $2,896,000 and that this would require a bond issue. He further quoted a document prepared jointly by the Planning Department and the Police DEpartment entitled Proposal for Citizen Review to the effect that "Police Personnel, not buildings, provide service to the community."

The San Francisco Housing Authority indicates they will not continue to provide auxiliary police and services after the completion of Phases II and III.

Page II-24 - Last sentence - In view of the present overcrowded conditions, the potential negative impact was noted.

Page II-28, Para. 2 - Noted.

Page II-28, Para. 4 - Acknowledged.

Page II-28, Para. 5. The text notes the library also serves as a community center.

Page II-30 - Actual number of days incorporated into text.

Page II-32 to Page II-35 - Page numbering corrected.

Page II-32, Paras. 2 and 3 - Normally acceptable as defined in HUD Circular 1390.2 dated August 4, 1971 "Noise Abatement and Control, Departmental Policy, Implementation Responsibilities, and Standards."

Page II-33 - Information discussed in the text is based upon actual field measurements taken in September 1974 in compliance with HUD Noise Circular 1390.2.

Page II-36 - Reference omitted and text clarified.

Page II-41, Paras. 3 and 4 - Corrections made of sewage treatment plant to water pollution control plant.

Page II-45, Para. 2 - Changes noted.

Page II-48 - Although the Hunters Point area will continue to contain a high proportion of subsidized housing, the character of that housing will change significantly in that the opportunity and potential for economic and racial integration will exist. The need for additional subsidized housing in San Francisco and the community's strong support for subsidized housing in this area (as well as the potential for economic integration - especially in Phase III) serves to mitigate the impaction in this case.

Page II-49, Para. 3 - Noted.

Page II-50, Para. 3, line 3 - Typing errors corrected.

Page II-52 - City supplied map.

Page II-53 - Implementation will occur according to the San Francisco Redevelopment Agency.

Page II-55, Para. 1, line 2 - Spurious word has been removed.

Page II-55, Items 4 and 5. - The text has been changed to reflect anticipated implementation.

Page II-56 - Typing error corrected; Qwinn to Quinn.

Page II-59 - Revised.

Page II-64 - Corrections noted in text.

Para. 5, line 2 - Noted.

Para. 6 - Any restrictions on the use of Hunters Point Naval Shipyard are contained in various available studies and are not incorporated in this study.

Page II-65 - This possibility is considered a service to the shipyard and not a source of employment opportunities.

Page II-65, Para. 3, line 10 - Noted.

Page II-66, Para. 2 - Park boundary identified.

Page II-67 - Third Street probably could become a "glamour street" should the shipyard reopen, the planned industrial park become fully developed, the other planned development in the area reach fruition and the city give this arterial necessary priority in maintenance, signalization, etc. However, prospects of all this occurring are, at lost, tenuous.

Page VI-1, Para 2. - Noted.

A-3 - Noted.

D-1 - Maps have been changed and minor changes made. As noted in the footnote on page D-1, the data was obtained from the April 1975 document which is conceptually correct although some of the details have changed and more changes are expected to occur prior to its completion.

Page 7, Para. 1 - This is covered in the section on historical perspective.

Page 7, Para. 2 - Noted.

Page 7, Para. 3. - Agreed.

Page 7, Para. 4, No. 1 - Interior noise attenuation is to be required.

Page 7, Para. 4, No. 2 - City will enforce demolition and construction safety and pollution controls.

Page 7, Para. 4, No. 3 - Conversion from the existing water supply tank to the new supply facilities will not occur until after the residents currently living in the old barracks in the Phase III area are relocated and these old wartime buildings have been demolished.

Page 7, Para. 4, No. 4 - Agreed. Hud has been assured that the possible need for upgrading this older collector system is currently under study and that all necessary corrections will be made priior to connecting the new system.

Page 8, Para. 1 - Noted.

Page 8, Para 2 - Noted.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
REGION NINE
Two Embarcadero Center, Suite 530
San Francisco, California 94111

ARIZONA
CALIFORNIA
NEVADA
HAWAII
GUAM
AMERICAN SAMOA

IN REPLY REFER TO
9ED

May 6, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
Department of Housing and Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

We have reviewed the Draft Environmental Impact Statement for Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco, California, for its discussion of impacts on streets and highways. The Draft EIS adequately discusses these impacts.

However, we suggest that the "Third Street" section on page II-3 be reworded. The discussion implies that I-280 will be connected to I-80 at the I-80/State Route 480 Interchange near the approach to the Bay Bridge. The California Department of Transportation is presently considering various alternatives to the I-280/Bay Bridge connection at the request of the City of San Francisco.

We appreciate this opportunity to review the subject Draft EIS and would like to receive a copy of the Final Statement when it becomes available.

Sincerely yours,

B V White
for F. E. Hawley
Regional Administrator

Response to Comments from F. E. Hawley
Regional Administrator
U. S. Department of Transportation
Federal Highway Administration, Region Nine

The text has been re-written to reflect your comments.

FEDERAL POWER COMMISSION
WASHINGTON, D.C. 20426

April 27, 1976

Mr. George B. Adams
Environmental Staff 9.1SE
U.S. Department of Housing
And Urban Development
One Embarcadero Center, Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

We have reviewed the Draft Environmental Impact Statement for Phases II and III of the Hunters Point Development (9.1SE) and in general find it to be a well written document. The historical background of the Hunters Point area was especially well done.

Nevertheless, we note that the document does not contain any discussion of the energy requirements of the proposed development. Some attention should be given to the types and magnitudes of energy demands that are expected, as well as consideration of the proposed delivery systems. To the extent that energy delivery systems, such as overhead transmission lines and gas pipelines, will have environmental impacts, these should be addressed in the final document.

We appreciate this opportunity to comment.

Sincerely,

Jack M. Heinemann
Acting Advisor on
Environmental Quality

Response to Comments from Jack M. Heinemann
Acting Advisor on Environmental Quality
Federal Power Commission

The estimated population of all three phases of the Hunters Point Development is 4900. This represents a slight decrease from the approximately 5,000 persons residing in the project area prior to redevelopment. It is assumed that the energy needs of the completed redevelopment will be the same - or slightly less - than the demand occasioned by the original population. No energy impact is anticipated beyond previous levels.

In addition, Pacific Gas and Electric Company, which supplies both gas and electricity to the residents of the City and County of San Francisco have indicated they see no problems in providing the required service to the development.

The delivery system for both gas and electricity in Hunters Point will be underground.

RECEIVED
MAY 11 1976
U. S. DEPT. HUD
ENVIRONMENTAL BRANCH
SFAO

1938

**SAN FRANCISCO
HOUSING AUTHORITY**
440 TURK STREET • SAN FRANCISCO, CALIFORNIA 94102 • TELEPHONE (415) 673-5800

May 10, 1976

HAND DELIVERED BY MESSENGER SERVICE

Mr. George B. Adams
Environmental Staff 9.1SE
U.S. Department of Housing
and Urban Development
One Embarcadero Center - Suite 1600
San Francisco, California 94111

Dear Mr. Adams:

Per your request, attached please find the comments of this Authority on the Draft Environmental Impact Statement, Phases II and III of the Residential Development of the Hunters Point Redevelopment Area in San Francisco. The comments are divided in General and Specific Comments and are self-explanatory.

Thank you for the opportunity to comment on this EIS.

Very truly yours,

Eneas J. Kane
Executive Director

EJK:z
Attachment

cc: Mr. James P. Jaquet
Mr. Arthur Evans
Ms. Selina Bendix

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT ON PHASES II AND III OF THE RESIDENTIAL DEVELOPMENT OF THE HUNTERS POINT REDEVELOPMENT AREA IN HUNTERS POINT

GENERAL COMMENTS:

In certain areas the report is vague and not complete in providing the required information. Here and there value judgements are made that should be further clarified or omitted. In general, the adverse impact of this Proposal is of short-term nature and can be mitigated. Most of this adverse impact occurs during the implementation phases of the program. Alternatives have been discussed and it appears that the proposed project, Phases II and III of the Residential Development of Hunters Point, is superior to the possible alternatives. The total effect of this Proposal on the remaining Public Housing Projects will be beneficial.

SPECIFIC COMMENTS:

1) "Preface - Historical Aspect", Page 1, first paragraph, third line.

COMMENT: For clarity the "related facilities" should be spelled out.

2) Part I, Project Description, Page 1-1, last paragraph.

COMMENT: Site Descriptions A, B, C, D and E do not relate to any designations on the maps included in the Environmental Report.

3) Part II, Probable Environmental Impacts, Page II-2, second paragraph.

COMMENT: It is implied that all 191 units in CAL 1-17(A) West are to be demolished. This is incorrect!

References are made to the San Francisco Housing Authority TPP Application - Part B for more accurate information. Pertinent information from that Application will be attached to this document.

4) Part II, Page II-3, first paragraph, middle of paragraph.

COMMENT: Why is the Bank of America mentioned by name and singled out from "three banks"?

5) Part II, Page II-4, first paragraph, last sentence which states, "It will also result in increased assessed valuations, which implies that the entire neighborhood will be better able to assume its share of the City's fiscal burden."

COMMENT: The impact of ever "increasing assessed valuations" which forces low and moderate income people and those on fixed income out of their homes is not discussed. This should be done.

6) PART II, Page II-4, second paragraph, second line.

> "... the complete replacement of deteriorating barracks-type war-time Housing with an aesthetically pleasing residential neighborhood."

COMMENT: "Aesthetics" is the philosophy of (towards) art and beauty. This word is misused in this sentence. "Environmentally pleasing" seems more appropriate.

7) Part II, Page II-4, fourth paragraph.

COMMENT: The several attempts over the past four years by the San Francisco Housing Authority to modernize the remaining Public Housing in the Hunters Point Area have not been mentioned. These attempts have been rejected by HUD.

8) Part II, Page II-5, fifth paragraph.

COMMENT: Reference is made to the TPP Application - Part B, which indicates the proposed scope of work under the Modernization Plan. This encompasses more the "repainting and additional landscaping".

The mood of this paragraph seem to contradict the last sentence of the fourth paragraph on Page II-4, where it states (making reference to the same Public Housing Units), "when completed, these measures (modernization) will substantially improve the general environment of the surrounding areas."

9) Part II, Page II-7 "Education".

COMMENT: No mention is made of Hunters Point School II Site, which has been declared surplus property.

It is implied that valuable educational programs are administered/funded through Model Cities Act. What will happen when funding of this program expires?

10) Part II, Page II-11 "Wild Life".

COMMENT: It is hard to accept that the area has no wildlife but "rodents".

11) Part II, Page II-19 "Traffic Generation".

COMMENT: Although many statistics are given, no mention is made of the various traffic levels in that area.

12) Part II, Page II-21 "Public Transportation".

COMMENT: It is implied that Public transportation is adequate. Based upon many complaints of residents in that area, this implication should be further substantiated.

If Public transportation is as bad as claimed this would place an emphasis on greater use of the private automobile.

It is important that more data on this matter be supplied because of its impact of Third Street.

13) Part II, Page II-22, second paragraph, last sentence.

"The existing signalization along Third Street results in a long term adverse impact on Hunters Point because ..."

Page II-20, last sentence, third paragraph, it states:

"Accordingly, it appears desirable to review the signalization system to solve local needs and problems."

COMMENT: The development of Phases II and III have a profound impact on the Third Street traffic problems. This impact should be a part of this report rather than being a matter of later concern to be dealt with by someone else.

14) Part II, Page II-27 "Parks and Recreation".

COMMENT: Very little is said of programs various recreation centers have to offer, to see whether overlapping of services exist. Coordination of proposed recreation centers/programs with those existing is not dealt with (Navy Shipyard).

15) Part II, Page II-29, last sentence which reads:

"Another element adding uncertainty to the future funding of many programs is the recent election of a new Mayor."

COMMENT: This statement should be further clarified or eliminated.

16) Part II, Page II-30, first paragraph, second sentence, last section which reads; "... is exceeded in San Francisco is small."

COMMENT: A number of days should be given rather than the use of the word "small".

17) Part II, Page II-48 "Housing Impaction".

COMMENT: The Hunters Point Area is impacted by low and moderate income levels. The area is predominantly Black and contains a high percentage of subsidized housing. The affect of this impaction on the economic base of the community is not discussed.

18) Part II, Page II-50, second paragraph, second sentence: "The improved physical environment and new housing ..."

COMMENT: More information is needed to substantiate the assumption that the area will attract a broader range of income groups which could create an economic integration.

Reply to Comments Received from Eneas J. Kane
Executive Director
San Francisco Housing Authority

1. Page 1, Para. 1, line 3

   These related facilities, i.e,, water supply system, etc. are discussed in the tect where relevant to the discussion.

2. Page 1-1, last paragraph

   These designations, some of whose boundaries were not permanently set at the time of the report, were shown to indicate the staging of Phase II rather than to issustrate precise locations on a map.

3. Page II-2 - Text has been corrected.

4. Page II-3 - Proper name deleted.

5. Page II-4 - Point included.

6. Page II-4, Para. 2, line 2

   The use of aesthetics implying enhancement of beauty or visual impact was intended.

7. Page II-4, Para. 4. - Noted.

8. Page II-5, Para. 5. - Noted.

9. Page II-4 -

   This site is located outside the boundary of Phases II and III of the Hunters Point Redevelopment Area with which this EIS is concerned. The school is not in use except to house students while their schools are being renovated. This program is under the Community Development Block Grant Program; continuation of the programs will depend upon the priorities determined by the City and County of San Francisco.

10. Page II-11 -

    Text changed to indicate little wildlife except rodents.

11. Page II-19, last paragraph

    It is noted the streets serve only a few hundred homes between the project and Third Street and have existing capacities of 1600 vehicles per hour (highways); it is further noted that distributing the added trips generated by the development (800 evening peak hour and 500 morning peak hour) about equally between LaSalle, Newcomb and Hudson Streets, it is apparent that any 200 to 300 autos would be added to each during these peak hours. Under the current capacities, the impact of the project upon these streets and their capacities becomes insignificant.

12. Page II-21 -

    The EIS does not imply that the service is adequate, but simply that it is provided. As more people move into the area, it is reasonable to assume some increased patronage, though obviously no assurance of it.

    Additional patronage could require additional busses, but the point is that the continued provision of adequate service should result in less per-capita reliance on the automobile.

13. Page II-22, Para. 2.

    Text now notes the Redevelopment Agency is working with the Department of Public Works to resolve the matter of signalization.

14. Page II-27.

    Recreation and other facilities located in the Naval Shipyard are not currently available for public use and therefore were not discussed in this study.

15. Page II-29. - Acknowledged.

16. Page II-30. - Exact data added.

17. Page II-48. -

    Although the Hunters Point Area will continue to contain a high proportion of subsidized housing, the character of that housing will change significantly. The need for additional subsidized housing in SAn Francisco and the community's strong support for subsidized housing in this area (plus the potential for economic and racial integration - especially in Phase III) mitigates the impaction in this case.

18. Page II-50, Para. 2.

    This project will provide a greater potential for economic and racial integration where little or none existed before. No guarantee of such integration is possible or implied.